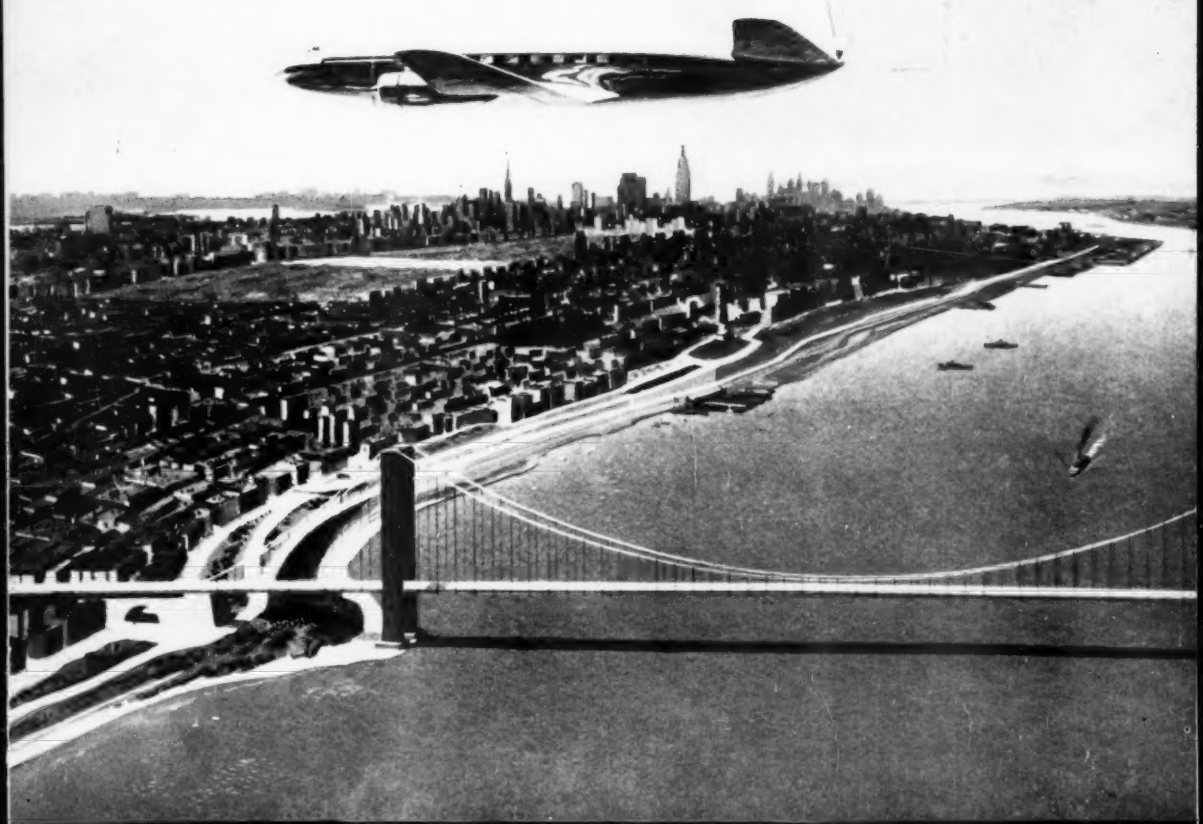
AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

MARCH 1949



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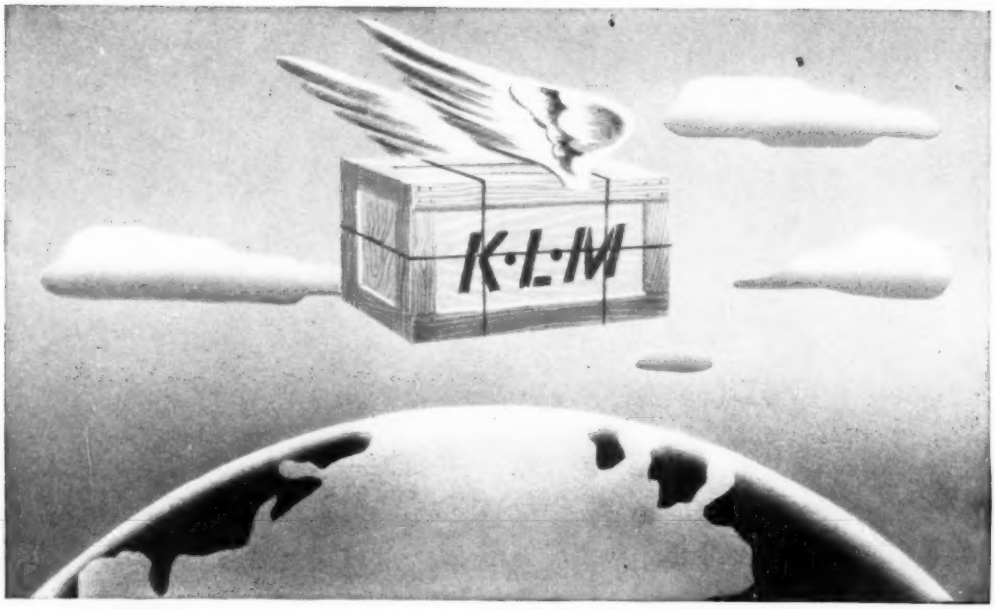

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DAY AFTER DAY, hour after hour, AIR TRANSPORTATION's Reader Service Department is busy answering 'phone, mail, and wire communications from shippers in every part of the United States, as well as from such far-off places as Calcutta, Shanghai, Manila, Johannesburg, Brussels, Rome, Copenhagen, Paris, London, Rio, and scores of other places dotting the world map. It is our business to know the answers—answers to such questions as these. . . .

"I want to charter a DC-4 to fly a load of engines to Guatemala City. Where can I get one?"

"I am interested in appointing a New York agent for our London firm. Can you recommend several reputable IATA-approved foreign freight forwarders?"

"What scheduled transatlantic air carriers serve Switzerland?"

"Are any of the irregular air carriers transporting cargoes destined to the Balkan countries?"

"What type of airfreighter does X Airlines operate, and does that company have experience in shipping cattle over long distances?"

"Is it true that Z airlines has been grounded? I am anxious to know. They have my shipment."

"I recently read an article in your magazine on the packaging of perishables. Can you give me the address of the firm mentioned in that article?"

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AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

10 BRIDGE STREET ● NEW YORK 4, N. Y.

AIR CARGOREELS

THE BIG FREEZE in California spelled profits for Florida which has been sending loads of cut flowers to outlets everywhere. Eastern Air Lines reports it has been hauling some 6,000 dozen gladioli a day from Tampa for dealers in Santa Barbara, Los Angeles, San Francisco, and other cities where previously flower supply had been no problem. That pretty girl, suh, is Miss Bobbie Avery.

◀ THAT IMPOLITE ELEPHANT, with his back to the reader, goes by the name of Smoopeau. Air France, which flew the baby mastodon from Saigon, Indo-China, swears it is not a mascot of the Republican Party in the United States, but a gift of the King of Cambodia to the Bougliones Brothers Circus in the French capital.

◀ NEARLY 16 TONS of cotton fabrics, manufactured in Mexico, flown to Guatemala City by Compania Mexicana de Aviacion. This shipment consisted of 132 bales. According to CMA, "customs officials at the Mexico City Airport, who most of the time have worked at sea and land ports, are constantly amazed by the size of shipments that move by air." But actually it is not a rarity.

◀ ONE OF FIVE 300 hp electric motors, manufactured at the Sunnyvale plant of the Westinghouse Electric Corporation, loaded aboard a Slick Airways C-46 at San Francisco. Each of the motors had a gross weight of $2\frac{1}{2}$ tons. Consignee was the J. Z. Horter Company, in Havana, Westinghouse distributor for all of Cuba.

◀ ARRIVAL IN THE Twin Cities after a night flight from New York, brings forth a large variety of shipments from the Northwest Airlines all-cargo plane. There will be many a satisfied consignee in this load of freight. NWA officials report that its East-to-West freight load factor runs to the never-better hundred percent level.

◀ NO SACROILIAC for these cargo handlers—at least that's the way Pan American World Airways has it figured. This new tractor-mounted, power-driven conveyor belt does away with hand work and cuts loading and unloading time. It has a 1,500-pound capacity and can be adjusted to fit any size cargo hatch. Four are presently in service—at Miami, New Orleans, Houston, and San Juan. Others will be for Brownsville, Caracas, Kingston, Port of Spain, Guatemala City, and Panama.

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

John F. Budd, Editor and Publisher

Richard Malkin, Managing Editor

B. L. West, Business Manager

Frank W. Budd, Circulation Manager

Langdon P. Marvin, Jr., Contributing Editor

J. Prescott Blount Contributing Editor

Edgar H. Bauman, Field Correspondent

L. A. Goldsmith, Economic Analyst

Everett Hart, Advertising

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COVER

Homeward bound, this transcontinental transport soars over New York's famous George Washington Bridge a few minutes before landing at LaGuardia Field. Soon afterward, the unloaded freight will be on its way to consignors in all parts of the metropolitan area, while foreign cargoes will be transshipped on international planes.

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Guest Air Cargo Editorial No. 17

By LEWIS J. MOORMAN, JR.
Executive Vice President
Slick Airways

LEWIS J. MOORMAN, JR.

IN January, 1948, the Independent Airfreight Association, through its president, Earl F. Slick, made the following recommendation to the Congressional Aviation Policy Board:

". . . that all of the branches and agencies of the Government, including Congress, which have responsibilities in connection with aviation, should recognize that air freight is in fact a distinct and separate industry, that it is not a mere adjunct of the air passenger business nor a mere frill to be added to the nation's surface transportation. In the decisions that are made in all of the branches of the Government affecting aviation, this fact should be borne in mind."

After three years of actual experience with air freight and through the same three years of voluminous hearings, briefs, arguments, etc., before the Civil Aeronautics Board in the now well-known Air Freight Case, we believe that the above proposition is self evident and is generally accepted as a recognized truth by all interested parties with one possible exception.

Further, we believe that it is generally accepted in all quarters, that air freight shows decided promise of far outstripping the passenger business in dollar revenue, number of aircraft required, etc., and that air transport will very probably follow the same pattern that is found historically in other modes of transportation where freight is the prime business of transport operation. Such a proposition three years ago would have been branded as dreaming—today it can be accepted with conviction and in our opinion can well become fact in the next few years assuming the development of proper and suited flight equipment.

Thus, if our assumptions and predictions can be even partially accepted, it is clear that in the short space of three years something revolutionary has happened to air transportation through the birth and growth of air freight as an industry. Thus, it is quite obvious that serious problems are and will be created and a real challenge is offered which in many respects fall squarely in the lap of the Federal regulatory bodies and other interested agencies of the Federal Government. This is especially true of air freight as distinguished from other transportation developments. Historically, other transportation media have suffered many of their growing pains and have reached some stage of maturity before the Congress saw fit to adopt Federal regulation. Air freight, on the contrary, had its birth and early development under Federal regulation, but under regulations in many respects unsuited to the child. The problem and the challenge are new, and certainly we do not intend herein any criticism of the regulatory bodies for past performance in regard to this yet infant industry; but we do believe it proper to state some of the problems that do exist which in our opinion must be met realistically and quickly in the interests of the orderly development of this new field of air transportation with its direct effect upon the national economy and the national defense.

We think it is fair to state that almost without exception the present safety and economic rules and regulations promulgated by both the Civil Aeronautics Administration and the Civil Aeronautics Board have been designed in their origin primarily, if not solely, with a view to airline transportation of passengers. All that is required is the adaptation of existing general principles to the all-freight operation. Of course, it will require some time and considerable work in close cooperation with those who have had experience in air freight operations. It can be accomplished as to safety regulations without relaxation of reasonable safety requirements which, of course, no one would advocate. But without going into detail, there are many existing operational rules and regulations which have no reasonable application to the all-freight carrier. Actually, progress has been made in the Civil Aeronautics Administration toward the establishment of a "cargo category" and such work is a definite step in the right direction.

The same must and can be done in relation to economic rules and regulations. And there are many that can and should be revised to aid the growth and development of air freight. In this field all that is required again is freight-thinking based upon air freight experience. As an example of minor importance, and yet one that is a constant problem to the all-freight carrier, is the present regulation concerning free transportation which could

(Concluded on Page 26)

The Cargoplane Must Go Through

AIRFREIGHTER coming in for an instrument landing over localizer transmitter house at Washington National Airport.

Why the air shipper has a stake in the perfection of all-weather flying

By JOHN M. SITTON

THE story of GCA (ground controlled approach) radar and the phenomenal safety record which has accumulated over the past four years, and which is piling up every single day, is among the greatest advances in increasing the safety of flying. GCA—those three small letters—but what a whale of a meaning they have to pilots! With the help of radar, cargoplanes are brought safely to the center of the runway in weather that would otherwise cause them to land elsewhere or to run the chance of delay or of running out of gas. This means getting freight to the consignee on time.

Perhaps the most dramatic instrument landing made recently was the routine GCA landing of President Truman's plane at the Washington National Airport. On December 29 of last year, visibility at the Washington National Airport was three-eighths of a mile. The ceiling was well above the minimum at 1,500 feet, but because visibility was so poor, the President's pilot decided to make a GCA landing rather than risk the delay of staying in the stack, as a *Constellation* ahead had missed the ILS approach.

Thomas E. Breznay, traffic controller, happened to be on duty when the order came in to bring in Air Force 6505, in which Mr. Truman was flying. No special "expert" was dispatched for the job of landing the President's plane; it was strictly routine. Lieutenant Colonel Francis Williams, who is the President's pilot, had heard on the radio that the plane in the stack in front of him had missed the approach on ILS and had to go around again, and notified the President that he wished to make a GCA approach. The President is reported to have said:

"Sure, but what is it?"

After the President gave his consent, he went up to the pilot's cabin to watch the procedure. The landing was purely routine. Nothing spectacular, no dramatics, no buzzing around in stacked circles—just a safe, sure landing of the DC-6 to the middle of the runway. The President disembarked from the large plane in jaunty good humor, perhaps unaware of the inconvenience he had been spared in making a direct approach to the fog-shrouded Washington airport, in which GCA radar had unobstrusively played the major role.

This story made headlines all over the nation. According to official figures, the Berlin airlift, during the months of October and November, multiplied this spectacular type of safe landing procedure by almost 5,000. There were 4,788 completed GCA landings during those months. Records show that 425 GCA landings were made below ceiling minimums of 100 feet and quarter-mile visibility. There were no accidents of planes making GCA landings.

The Berlin airlift is the greatest

scheduled air cargo operation in history. For a sample 30-day period, it has been stated that Airways and Air Communications operators made routine radio contact with cargoplanes every fifth of a minute during each 24-hour period. From GCA trailers and control towers at Tempelhof, Fassberg, Gatow, Wiesbaden, and Rhein-Main, each man is on the alert every minute of the day. This radio and radar landing system, in itself, is a miracle of precision organization. It proves the potentialities of air shipping and air travel.

These proven potentialities have not been nearly so fully realized in the United States. However, great strides have been made during the past year. Take, for instance, a single large airport such as LaGuardia. During the December-January period of 1946-1947, there was a total of 3,877 flights cancelled because of traffic congestion. Now, a year later, ILS and GCA are skillfully used. During a comparable period, according to last year's record, was not a single flight cancellation. Traffic delay was reduced from an average of 33 minutes during '46-'47, which included 4,582 flights, to a modest 500 flights delayed, with a reduced average of only 11 minutes.

Quoting Arnold

Brigadier General Milton W. Arnold, vice president of operations and engineering of the Air Transport Association, addressed a Washington group recently. In his talk he confirmed that during 1949, scheduled airlines will come very much closer to on-time operations and all-weather flying. Just think what this means to the air shipper! The better airport facilities required to achieve this already are proving themselves in many places. He described some of the uses of CAA's instrument landing and ground controlled approach radar systems, including surveillance radar, as being a practical means of eliminating many types of schedule delays due to bad weather air traffic congestion.

"Airlines," said General Arnold, "showed more spectacular progress in nearly every field of operations during 1948 than in any year of their history. . . . Ceiling and visibility limitations have been reduced throughout the United States by approximately 65 percent. The instrument capacity and approach system capacity for safe all-weather landings at airports such as LaGuardia Airport in New York have been increased by 300 percent."

He went on to say that servicing delays have been reduced by 42 percent, and *cargo handling delays reduced by 52 percent.* Substantial reductions in

LANDING INSTRUCTIONS are given to pilot of cargoplane by "man at the mike."

delays in passenger handling, in ticketing, processing in manifests have also been made.

All of these improvements, when taken together, result in more dependable schedules, no matter what the weather. The most important aspect of this amazing record of greater service to shippers and travelers came from the introduction of Instrument Landing System (ILS) and Ground Controlled Approach (GCA) radar, allowing improvement in approach procedure: Also better radio communications, improved operating techniques, and more practical scheduling has resulted in real progress toward the ultimate goal of all-weather flying and on-time operation.

To accomplish this aim, it was necessary to increase the tower control areas to as much as 50 miles. The CAA and airlines doubled their radio control frequencies, and converted to static-free Very High Frequency (VHF) Communications radio. Within a few years CAA will have completed its installation program for the VHF Omni-Directional Ranges. This huge undertaking will result in a tremendous in-

FIRST RADAR-EQUIPPED TOWER at the CAA's experimental station in Indianapolis.

crease in radio navigation facilities. The new omni-directional ranges will provide facilities never before available in a radio range.

Manufacturers have had to design new types of equipment. W. L. Webb, director of engineering and research at Bendix Radio Division, said that his company has had scores of its top engineers working on the new designs for 2½ years. The Bendix Type NA-3 Omni-Directional Range Navigational System has just been unveiled and production on the new-type receiver, which is airborne, is well under way. Since VHF reception is virtually static free, the navigational facility is usable and reliable when most needed, namely, in bad weather. Instead of the obsolete four-course system, the omni-directional range makes available an infinite number of courses.

Information is furnished the pilot visually on specially designed indicators which give him full navigational information. Many new facilities will be provided, such as distance measuring equipment which will enable the pilot to obtain a "fix" by using only one of the VHF range stations. This new equipment sends out a signal from the aircraft which is received by the DME receiver at the VHF ODR station. It is then retransmitted to the aircraft. The total time in microseconds required for the signal to travel from the aircraft to the range station and back to the aircraft is measured by the equipment. The distance to the range station is automatically given. Also the radial to the range station is given by the Bendix NA-3 System. The location of the aircraft can therefore be determined continuously when the VHF ODR station is tuned in by the pilot.

All of this gives a general idea of what CAA is planning and what has already been accomplished. It will have an important bearing on the quick and safe arrival of all types of cargoes.

Among additional devices which are already in use are improved runway and approach lighting, fog dispersal equipment and many other refinements. Howard K. Morgan, vice chairman of the Radio Technical Commission of Aeronautics, who is a delegate of the United Nations attending the International Civil Aviation Organization meetings in Montreal, stated that automatic flying can be foreseen by 1963. Through the use of present aids and as yet unbuilt devices, the principle of which are now known, flying can be made automatic, thus eliminating many aspects of human error. A peep into the future may be had today by observing the great progress which has been outlined in this article.

Bolling Incident

CAA's monthly reports listing records of landings and departures at airports gives dramatic "saves" now and then of many types of aircraft which would have been in serious trouble. Here is an incident worth recording: An Air Force A-26 was landed successfully at Bolling Field by CAA Controller E. H. Gardner. In this case, the only contact with the plane had to be made on 116.1 megacycles, which frequency is not available to Washington GCA. Since time was of the essence, the controller operating the GCA trailer transmitted his instructions to the distressed aircraft over the trailer-tower intercom. He held the range microphone in front of the speaker. GCA thus issued instructions to the pilot and acknowledgments of transmissions were made on the range microphone to the approach controller in the GCA, since the GCA man could not hear the pilot's acknowledgment of his instructions. Only the highly trained and cool performance of the skilled GCA personnel made possible this sort

(Concluded on Page 31)

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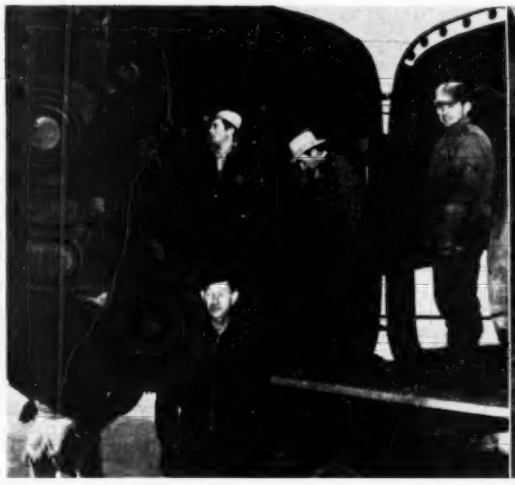

3. BALES OF HAY are shoved into the Flying Boxcar.

4. FIFTY-POUND BAGS of feed dropped to range cattle.

OPERATION HAYLIFT

WHEN the West's worst blizzard swept across Utah, Montana, Colorado, Wyoming, Nebraska, and the Dakotas in January, marooning some 2,000,000 cattle and sheep, the United States Air Force's C-82 cargoplanes swung into the rescue job. Seventeen *Flying Boxcars*, loaded to the gills with hay and feed, and operating on round-the-clock schedules, pinpointed their cargoes on the snow-covered ranges, ravines, and mountains, to stave off mass starvation of the livestock.

An economic operation? Of course, not! No emergency job is cheap. But the airfreighters proved that it could do at once what nothing else could. They also demonstrated that there is a definite tie-in between national economy and national defense.

According to the reports, the shortage of USAF air freighters threatened the haylift for a while. Most of the cargo transports are over in Germany doing duty in Operation Vittles.

Which brings to mind the oft-made recommendations for the development of a cargoplane fleet second to none and the snail-like pace at which those who hold the pursestrings are going about giving it to us.

We often wonder whether the cargoplane is going to play the role of "forgotten man" again.

THE END

After Victory *What?*

By JOHN H. STEWART
President, Air Freight Forwarder Association
President, Air Dispatch, Inc.

A level-headed approach to what may be expected in the air freight industry in the near future

A NEW member has recently been added to the official family of the air freight industry—the air freight forwarder. No real newcomer is he, for his operations have been familiar to those in the industry since it first began shortly after the end of World War II; but he has, at long last, been recognized officially, and now his functions, so necessary to the industry, have been given the mantle of legitimacy.

Climaxed by the recent actions of the Chicago Circuit Court, in which the three-judge panel reversed its own previous decision and approved the CAB's order of authorization, the three-year battle for operating rights finally came to a close. The way is now clear for the air freight forwarder to demonstrate his ability to add materially to the development of air freight transportation.

But what is an air freight forwarder? What does he do?

Before we actually describe him, let's take a fast, searching look at what has happened to the whole air freight industry in the past few months, so that the forwarder will assume a proper perspective. It has been some time since the public was made shockingly aware of this struggling, vocal young industry and many things have taken place.

In the first place, the air freight industry has become established in the forefront of postwar development. Its importance is only emphasized by such familiar phrases as Operating Vittles, Operation Haystack, etc. American industry has taken air freight to its bosom, and has insisted that it assume its place in the national transportation pattern beside the railroads, the truck lines, and the water carriers. It is no longer surprising to hear that a department store in the Middle West is receiving all its style merchandise by air each morning, or that an automobile manufacturer regularly demands air freight service to supply his assembly lines. These have become commonplace. Air freight has come of age.

Looking Ahead

But the precocious youth still has growing pains. Its voice has not yet completely changed. Let us examine this erstwhile adolescent carefully and see what confronts us.

The battle between the certificated airlines and the non-certificated cargo lines is still in process. It is a bitter war of attrition which no one can ultimately win. The original 14 applicants in the famous Air Freight Case have dwindled to nine, and after hearing and rehearing, argument and reargument, it appears that perhaps fewer than a handful may eventually survive. The equally famous Air Freight Rate has settled down to an almost permanent proceeding, with the CAB issuing interim orders in response to the appeals of first one, then another, of the competing airlines.

But in spite of this internecine warfare, each month more and more freight is transported by air, better and better service is made available to the shippers of America, and more and greater economies are effected. Rate levels generally are in competition with surface express levels, and some rates are even lower. The number of all-freight airplanes in regular operation has increased remarkably, as have the number of cities regularly served. New operating methods, loading and handling devices, and know-how are applied almost daily, with the result that a comprehensive network of modern, fast transportation now spans the United States and

extends overseas to most of the countries of the world.

Behind the scenes of the activity which has made such a development possible in a little over three years, the air freight forwarder has been perhaps the greatest single motivating force. His operations are generally unfamiliar because of the arbitrary restrictions under which he has been forced to develop, *but he has been in there punching from the very beginning.* His recent official recognition will serve to make his important operations more familiar and will allow him to do an even greater job of air freight production than heretofore.

Indirect Carrier

Technically, the air freight forwarder is an indirect carrier by air, operating under the authority and regulation of the Civil Aeronautics Board, who in the normal course of his operations consolidates shipments at point of origin and breaks bulk at point of destination and assumes full responsibility to the shipper and consignee for the door-to-door movement. But this bare skeleton of technical fact needs meat on its bones. In the meat of the situation is the story of economic demands for an operational justification of the air freight forwarder's service.

The air freight forwarder is primarily an expert traffic adviser, representing the shipper's interests. He is not an agent of the shipper, however, since he functions as a carrier in his relations with the shipper, offering a complete transportation service from point of origin to final point of destination, including pickup and delivery, insurance, interline transfer, routing, billing, and tracing services as a regular and routine part of his operation.

The air freight forwarder has been termed an anomaly and perhaps he is, in one sense of the word, for he functions as a shipper in his relations with the direct carrier. When he tenders shipments obtained from the original shippers he is listed on the airlines' shipping documents as both consigner and consignee, and he exercises his legal rights with respect to those shipments as though they actually belong to him. The net result of this complicated-sounding arrangement is maximum expedition of movement of the freight.

In his role of traffic expert, the air freight forwarder is in a position to choose the most effective routing for all shipments and, in case of unexpected delays, can and often does change routing orders to provide the fastest service available under the circumstances. Since his operations depend upon a high degree of universality, his service is often the only one available from and to all of the points required by a given shipper.

In every way his service to shippers is the ultimate in the much desired single-agency movement of freight. For most shippers, but a single telephone call to the local office of an air freight forwarder is all that is necessary. The forwarder picks up the shipments from the shipping dock, issues his own bill of lading or airwaybill, takes the shipment to the airport, supervises loading on the airplane which will arrive at destination in the speediest fashion, issues insurance certificates if required, and, after superintending and arranging interline transfer of the shipment from one airline to another or from an airline to a connecting truck service if necessary, receives the shipment at destination and delivers it to the door of the final consignee.

If the shipment goes astray in transit, as shipments sometimes do, he traces it automatically, corrects the error and gets it on its proper way again at no cost, in either time or money, to the shipper. He frequently provides or performs many special services in connection with unusual shipments, as in the case of one forwarder who specializes in the movement of cut flowers. At each destination city special trucks for the protection of the highly perishable flowers are automatically provided. Another forwarder provides special rigging apparatus of heavy, bulky machinery so that an ordinarily difficult loading problem becomes routine. These and hundreds of other services are customarily provided by the air freight forwarder and often by no one else.

But what of the cost to the shipper? Do not all of these special services and unusual conveniences cost the shipper a great deal of money?

The answer is—*no!*

Two Kinds of Service

Fundamentally, there are two types of services offered by air freight forwarders: a pure freight service and what might be called an express service, each with a different basis of charge. The freight service is ordinarily geared to the delivery of shipments at destination in time for the opening of business the morning following their receipt. Charges for this service are generally the same as those made by the direct airlines, although in some case they may even be *slightly lower.* The second service—the express service—is based upon the individual handling and expedition of each package separately, frequently involving the use of passenger airplane schedules, so that the package arrives at destination at the *earliest possible moment.* Special pick up and delivery services are provided and special notification of arrival is sent to the shipper by telegram. Charges for this service average somewhat higher than those made for the freight service, and each has its own proper application to the requirements of certain shippers.

Considering the scope of the air freight forwarder's services, it is not difficult to understand why a great many

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shippers use only forwarders in their air freight movements, nor why the popularity of forwarder service is growing at so tremendous a rate. The final economic justification of the forwarders' operations lies in the benefit they bring to the direct airlines. To understand this it is necessary to observe one important fundamental of the air transportation pattern which has thus far developed. The CAB has adopted a philosophy of route development which has restricted the airlines to a lineal, or point-to-point service. Since there are many airlines and no single airline serves all points it is necessary to use two or more air lines for many shipments. However, interline transfers between airlines are difficult because the two or more airlines frequently parallel one another's routes for a portion of the haul, and, therefore, have no enthusiasm for accepting a transfer from a competing airline for a minor segment when they feel they might have the major segment all to themselves. This has the normal tendency to restrict freight generation to that moving only between points on the generating carriers system, and this freight is but a very small fraction of that which would move if universal, single-agency service from all points to all points were available.

Enter the Forwarder

That is where the air freight forwarder comes in. He is, by his very definition, that universal, single-agency carrier. He has no problem of interline transfer, because he consigns to himself at transfer points and consigns again to himself beyond. Thus he is able to develop vast amounts of air freight which would otherwise be ignored by the direct airlines. And, since he operates no airplanes, he must use space on the existing airlines, both certificated and non-certificated, which would otherwise be wasted.

Again, he produces economies for the airlines which, without his services, they would not be able to produce for themselves. He reduces their sales costs, because with a single solicitation effort he generates freight in all directions. He reduces their handling costs, because he offers them planeloads rather than miscellaneous shipments. He reduces collection costs for the airlines, because a single invoice to the forwarder replaces a multitude which would have to be submitted to the individual shippers or consignees. And finally, he creates economies because the very impact of his solicitation effort produces freight for the airlines which would not otherwise be produced thus filling their airplanes and increasing their overall load factors.

The official advent of the air freight forwarder upon the air freight scene should herald a new period of development not heretofore dreamed of, and may even be the signal for the laying down of arms in the battle between the certificated airlines and the non-certificated cargo lines. The air freight forwarder has but one motive—the ever-increasing development of air freight. The only one who can possibly be hurt is that person who, on his own hook, refuses to benefit.

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A BRANIFF CARGOPLANE takes on a consignment of delicacies shipped by the Magnolia Seafood Company, Houston, Texas.

Markets for Airborne Seafoods

By

Dr. Spencer A. Larsen

Dr. William Reitz

Katherine K. Burgum

PART II

II—CONSUMPTION OF FRESH FISH

There can be no questioning the fact that the United States does not consume the products of the sea in a volume commensurate with its vast productive capacity or consistent with its world position as a maritime nation.

Before the war, this country ranked second among all the nations of the world in the production of seafood, accounting for 11 percent of the world's total catch of 37 billion pounds, and exceeded only by insular Japan, which accounted for 22 percent of the total catch.

Yet prewar estimate placed the United States in 14th position among the nations in per capita consumption and use of all types of edible fishery products. At that time, the people of Japan and Sweden, for example, ate four times as much fish as did the average American; residents of Norway, Denmark, Portugal and England ate approximately three times as much, while Canadians and Dutch consumed twice our per capita poundage. Also exceeding United States consumption, but in lesser degree, were the people of Germany, Belgium, Spain, New South Wales and France. While the war made changes in this line-up, there is little reason to doubt that the relative standings will be resumed as fishing fleets get back on a normal basis.

OPENED FOR EXAMINATION is a box of pliofilm-wrapped filets of haddock.

In this country fresh fish offers feeble competition with other protein foods when comparisons are made with per capita consumption of meat, poultry and eggs. Lamb and mutton are eaten at the rate of 6.6 pounds per capita, veal at 11.2 pounds, beef at 55.1 pounds and pork at the rate of 76.7 pounds per capita annually, for a total meat con-

sumption of 149.6 pounds per capita. Poultry runs to 27 pounds, while eggs average more than 42 pounds.

In comparison with other food groups fish consumption in the United States is relatively small, as may be gathered from the following average figures: dairy products, excluding butter, milk equivalent, in quarts, 205; eggs, in numbers, 289; meat, poultry, game and fish, in pounds, 137; fats and oils, including fat cuts and butter, in pounds, 64; dry beans, peas, nuts, and soga flour, in pounds, 19; potatoes and sweet potatoes, in pounds, 143; citrus fruit and tomatoes, in pounds, 84; leafy green and yellow vegetables, in pounds, 100; other vegetables and fruit, in pounds, 220; grain products, in pounds, 197; sugars and sirups, in pounds, 109; and cocoa, coffee and tea, in pounds, 16.

Fish consumption averaged only about 15 pounds in the United States during the years immediately preceding the war, based on a total catch of about 4.4 billion pounds, of which roughly 30 percent was distributed either fresh or frozen, 30 percent was canned, three percent was cured and the remaining 37 converted into a variety of by-products.

The total annual catch of fish fluctuates somewhat and the proportions assigned to the fresh, frozen and processed classifications shift with industry developments and changes in marketing practices.

It is with the production, marketing and consumption of fresh fish that this study is concerned, however, using the term *fresh* in a sense sufficiently broad as to include the frozen product. For it is only in the fresh category that the influence of air transport most successfully can be brought to bear.

With the exception of some national estimates and special purpose survey results, no detailed data on per capita fresh fish consumption are available. Since per capita consumption figures, especially on a state basis and for that portion of the population living in the larger cities are important guides to prospective air transporters of fresh fish, it was found necessary to undertake the preparation of such estimates.

Hard Job

It was no easy task. The first step consisted in selecting statistical data directly or indirectly related to the consumption of fresh fish. The following factors were considered pertinent: fish market sales; per capita income payments; urban-rural composition of the population; sales of eating and drinking places; proportion of Negro, foreign born and Catholic in the population; sales of non-fish protein foods, such as meat, milk and eggs; an index of non-fish protein production; the annual catch of fish by states; rail freight terminations of fish shipments; food sales, and the weighted geometric mean distance of a state's largest population center from eight major fish production centers.

Except for the non-fish protein indexes, rail terminations and geometric mean distance—all of which were the results of special investigations—the statistical data were taken from U. S. census volumes for the years 1939-1942. These years were chosen because statistics for a normal three-year period have not been available since that time. It is known, however, that fish production generally since the early Nineteen Forties has increased between 15 and 20 percent. All of these factors were thought of as positively related to per capita fish consumption with the exception of the non-fish protein production index and the geometric mean distance. The latter two seem to have a negative relation. In other words, the more non-fish protein there is produced in a state and the farther the population of a state is located from major fish production centers, the less fish there is consumed.

In a second step, original census figures for each of these factors were

(Continued on Page 26)

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Regulation as a Tool in the Development of the Air Freight Industry

By JAMES A. DURHAM
and
MARC J. FELDSTEIN

PART III

As we have indicated, the Civil Aeronautics Act provides adequate powers for the use of industry classifications which will aid in developing, promoting and encouraging an adequate air transportation system. One is eventually led to the conclusion that these powers should be employed to require the separation of the freight industry from the passenger industry. While there are indications that economic forces will eventually produce this result, if regulatory powers are to be employed as a means to the industry's development, Board leadership can achieve earlier attainment of this objective.

The purposes and pattern of operations of freight and passenger services are most dissimilar. The passenger carrier is interested in flying between any points where it is possible to generate a substantial amount of passenger traffic, and in numerous instances such points are not of the character that produce volume freight. The freight carrier, on the other hand, is interested in serving only those areas and points which can offer large loads of property traffic, and in many instances the points served are not yet capable of generating passenger traffic. This basic economic difference leads the different types of carriers to employ solicitation methods which are far apart; the passenger carriers direct their advertising to the general traveling public all along its route structure, while the specialized freight carriers pin-point sales efforts on large shippers located in areas which have sufficient potential to justify freight operations. While some of the grandfather carriers have actively solicited freight, the efforts of their sales personnel have been diluted by the necessity of selling other forms of traffic simultaneously.

There are a number of cost considerations which retard the grandfather carriers from fully participating in the development of the new industry. These carriers either own or lease facilities at numerous passenger airports, and their aircraft continue to fly with considerable empty space in both the passenger cabin and cargo compartments. Consequently, at the present time they are interested in the greatest possible utilization of this equipment, for the more efficient they can be in this direction the lower the unit costs of moving freight. The result is that the most efficient grandfather carriers do not use all-cargo planes for freight unless the necessity is great; experimentation with new refrigeration, packaging, and loading equipment has not been encouraged because such development requires the use of entire planes; they concentrate on daytime operations, and do not participate in movements to and from specialized freight airports.

Delay Cited

The relegation of the freight potential to a subordinate position also adversely affects the passenger business. Loading freight on passenger planes is the cause for considerable delay in flight departures, and passengers are repulsed by the presence of certain commodities particularly when they are carried in the luxurious interior of the passenger cabin. The carriage of freight in passenger planes also poses a difficult problem of schedule balancing. Either the planes fly in the day and pass up freight traffic, or they wait until evening for the freight and lose the passengers. Because demand for freight capacity at any given point does not necessarily coincide with the passenger market, management's decision as to where its passenger flights will be concentrated raises serious questions as to the soundness of its planning and the most efficient use of equipment.

The most effective and expeditious way for the Board to bring about separation of freight and passenger activities would be for it to hold in the present Air Freight Certificate case that the word "property" as used in the certificates issued to the grandfather carriers, applies only to the type of property traffic (apart from baggage) carried by them in the base period, *i.e.*, express. The language of Section 401 (e) of the Act, the circumstances under which these certificates were granted by Congress, and the apparent intention of the Board, indicates that this would be a fair interpretation of the authorization granted.

Certainly the treatment of freight as a new and independent part of the air transport system to be dealt with separately by the Board coincides with the view taken by the grandfather carriers at the hearings leading up to the enactment of the Civil Aeronautics Act. The chief witness for these carriers, the late Colonel Edgar S. Gorrell, president of the Air Transport Association of America, emphasized that the grandfather proviso was designed only to authorize a continuance of existing rights and that the potential development of property transportation should be dealt with as a distinct problem. In fact, this witness predicted that a considerable share of the air transport system would eventually be devoted to the handling of a single class of traffic, and that the carriage of property would develop independently of passenger transportation. Colonel Gorrell warned against gearing the entire industry to one pattern of operations, and opposed the proposition of allowing all carriers to receive mail payments automatically upon certification lest this operate to place a brake on the development of the passenger and freight businesses.

If the Board wishes to give the term "property" the all-inclusive meaning ascribed to it by the grandfather carriers the same result can be accomplished by amending the certificates of these carriers to exclude freight under the authority of Section 401 (h) of the

Act. Either this procedure, or the redefinition of the term "property" as described above, would require the grandfather carriers desiring to engage in the freight business to file new applications under Section 401 (d) of the Act showing themselves "fit, willing, and able" and demonstrating that their proposed operations are required by the public convenience and necessity.

Since some of these carriers probably could satisfy the "fit, willing, and able" requirements of Section 401, the Board would be faced with the question of whether permitting passenger carriers to carry on freight operations was in the "public convenience and necessity." As indicated above, we are of the opinion that the industry will develop more rapidly if freight certificates are denied the passenger carriers and if the Board prohibits interlocking directorates between passenger and freight carriers under the authority of Section 409 of the Act.

Two Alternatives

If this is politically impossible, two alternatives remain. The more preferable of these would be to require freight operations to be carried on by a separate subsidiary corporation of the passenger carrier, while a final approach would be to require fully segregated reports on freight costs and revenues from the moment a carrier uses a single cargo plane. To be effective, the latter would have to be accompanied by the strictest adherence to standards prohibiting losses incurred in operating cargo planes from being compensated for by revenues from any other services. Either of these approaches would provide the Board with a broader yardstick for measuring the efficiency of the several carriers engaged in the freight business, and might suggest new norms for measuring the economy and efficiency of management in the passenger field as well.

These proposals should not detract

(Continued on Page 27)

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TASMAN EMPIRE AIRWAYS has indicated with its order for *Solents* that it will stick to flying boats; but **QANTAS Empire Airways,** which operates the Sydney-London route, is dropping its *Hythe* flying boats for Constellations . . . **British European Airways** has terminated all service to Berlin . . . British aircraft will fly several consignments of bulls from Switzerland to Bulgaria . . . **Lambert Brothers, Ltd.,** London, reported last month that "the general tone of the air freight market continues to be rather quiet, although this lull is considered to be largely seasonal."

* * *

The following was reported in a recent issue of *Modern Transport,* a British publication:

"At a meeting of the **International Chamber of Commerce Commission of Transport Users,** held recently in Paris and attended by 26 delegates from seven countries, it was decided that the International Chamber should do everything possible to establish or strengthen relations between the European air freight exchanges already in operation or under consideration. The outcome of this cooperation should be a great reduction in air transport rates, if aircraft can be assured of return loads. In discussing the advantages and drawbacks of the various forms of transport available for the conveyance of perishable commodities the commission stressed that transport users should be given every opportunity to choose the form of transport that best suits their purpose. It is the intention of the ICC to keep its members informed of technical improvements in the transport field without favouring one form of transport at the expense of another. The commission also investigated the difficult problem of the non-scheduled airlines, *i.e.* those which have no regular timetable and routes. It was generally felt that the position of these airlines was unsatisfactory and ambiguous and that this ambiguity was preventing companies from playing their proper rôle in the provision of flexible transport facilities. The commission laid great emphasis on the importance for transport users of the free development of unscheduled air transport and expressed the hope that governments would give full weight to this point of view when prescribing the scope of the charter companies. Mr. W. H. Gaunt, director and distribution manager of J. Lyons and Co., Limited is vice chairman of the International Commission of Transport Users on which Mr. A. G. Marsden, of Lever Brothers and Unilever, Limited, and Mr. J. C. Griffiths, of J. Lyons and Company, Limited, are British representatives. Mr. Marsden is also the commission's technical adviser."

* * *

Denmark, Norway, and **Sweden** have become signatories to the Convention on the international recognition of rights in aircraft. The **International Civil Aviation Organization** reports that the number of signatories is now 23 . . . **Air France** is doing so well with its cargo business that it has converted some of its passenger planes to airfreighters and shifted five of its new Languedoc 161s to cargo service between France and North and West Africa . . . **Air Contractors, Ltd.** is no more. It has been absorbed by **Skyways, Ltd.**

* * *

Air Algerie and **Air Maroc,** both French nonskeds, are reported to be doing pretty well these days . . . **Aviacion y Commercio,** Spanish nonsked, recently flew a load of grapes to England, picked up another load of furs and skins, and went on to Paris . . . **Aer Lingus** has sold five of its *Vikings* to Misr Airlines of Egypt . . . **G. A. W. Wynne,** of **BOAC** in New York, points out that "rumors" of the pending BOAC-SAA air freight service between London and Johannesburg (**see Global Ticker, November, 1948 AT**) are not rumors at all. It's been a fact for many a month.

* * *

The **West Indies Division, KLM,** has introduced as part of its new program the complete revision and streamlining of services between Miami and points in the Caribbean . . . A large new airport has been opened at **Malpensa, Italy,** some 20 miles northwest of Milan. It boasts freight sheds and bonded store rooms . . . **Air Malta** is now authorized to serve Rome, Sicily, and North Africa.

* * *

E. A. Gibson and Company, Ltd., London, reports:

"The air freight market has been quiet during January, although the month has been much more successful than for the two previous years. Enquiries have been dealt with steadily, but the pressure has been low. Several fixtures have been concluded, mostly for *Dakota* aircraft. The year has opened with practically the entire freight fleet of Great Britain on the air lift, but this shortage of high-carrying capacity aircraft will probably not make itself felt until the end of next month (February) when inward fruit traffic is expected to start. A few *Halifaxes* are available for charter, and the only other large freighters open for employment are a few *Liberators* and one or two Bristol *Freighters.* These fixtures concluded during the month have been at fairly low freight rates owing to the keen competition of *Dakota* operators to get what little business that has been offering.

"There is no apparent reason for the falling off of charter business over January. The only seasonal imports at this time of the year are fresh flowers from the south of France. This country's exports are not seasonal, but it is always surprising that exporting by air does not get into its stride until February.

* * *

The Indian Government has applied to Australia for permission for **Indian Overseas Air Lines** to operate a weekly service from Calcutta to Sydney, via **Bangkok,** Singapore, Sourabaya, and Darwin . . . First flights were recently made with the **CM-100** light airfreighter, manufactured by the **Societe Anonyme des Etablissements Fouga et Cie** . . . **Cie Air Transport,** French nonsked operating between the French and British capitals, is reported to be increasing its activities steadily.

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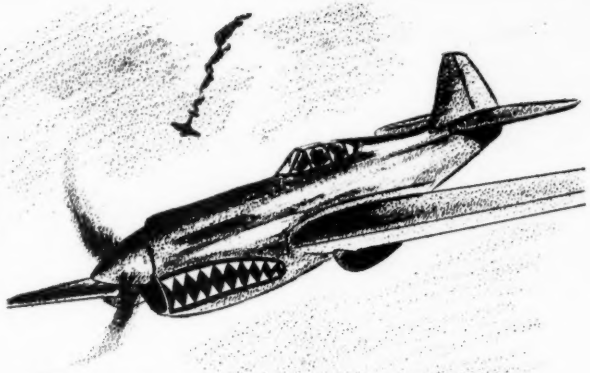

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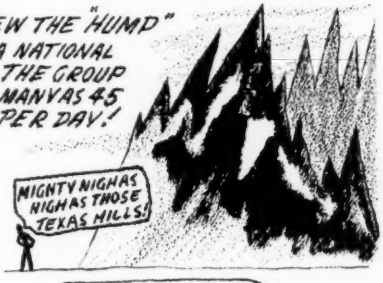

BOB FLEW JOE E. DAVIES ON HIS MISSION TO MOSCOW -

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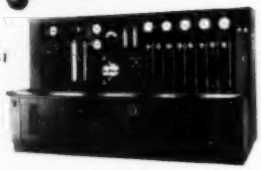

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AIR FREIGHT FORWARDERS

PAN-ATLANTIC, INC.: New agencies and branches have been established in the following cities: Barranquilla, Buenos Aires, Cali, Caracas, Guayaquil, La Paz, Lima, Montevideo, Santiago, Sao Paulo, Rio de Janeiro, Quita, and Valparaiso. Headquarters are at 59 Pearl Street, New York. Domestic branches are located in Washington, Chicago, Los Angeles and San Francisco, and a Canadian branch in Montreal.

William H. Muller Shipping Corporation: Everett Vroman has been appointed executive vice president of the organization.

Air Express International, Inc.: New headquarters are now located at 467 Greenwich Street, New York, a six-story warehouse and office building leased by AEI. The new premises include three entire floors for the heated storage of air and surface shipments, freight elevators, and two street-level loading platforms. According to William F. Muller, president, the corporation's previous quarters were inadequate to serve its customers. Expansion and consolidation of AEI facilities will enable the firm "to meet the individual needs of clients with personalized service tailored to solve their international traffic problems."

AEI also has opened a new branch office at 740 24th Street, Detroit, which will serve shippers, consignees and carriers from the Virginias to the Rocky Mountains, and from the Canadian border to the southern borders of Kansas, Missouri, and Kentucky. Robert Bristol, formerly associated with International Expediters and Air Cargo, Inc., in Detroit, has been named district manager.

Midtown Air Freight Terminal, Inc.: Sam Kreis, president, has predicted a small-package air freight boom for 1949. Supporting his prediction are statistics for the last nine months of 1948. These figures indicate that a total of 103 shippers who used the terminal's facilities in its first month of operation (March, 1948) have grown to 1,532. During the pre-Christmas rush, more than 300 tons of ready-to-wear were handled. This represented better than twice the previous norm. The terminal is located in the heart of New York's teaming garment district.

Gerhard and Hey Company: Stephen G. Homer has been named assistant to R. C. Walter, president. He formerly served as manager of the firms South American Division.

Customs Brokers and Forwarders Association of America, Inc.: Eight new firms in seven cities have been approved as members. These include: American-French Shipping Agencies, Inc., and Kurz New York Agency, Inc., both of New York City; Paul A. Boulo, Mobile; Fillette, Green and Company, Inc., Pensacola; Anderson Shipping Company, Savannah; Intercontinental Shipping Corporation, Tampa. New associate members are: Tiburcio Doreste, Havana, Cuba; St. Arnaud & Bergevin Limited, Montreal.

William I. Freedman, president of Freedman and Slater, Inc., 10 Bridge Street, New York, has been appointed a director of the association to fulfill the unexpired term of the late Charles F. MacElroy.

Peter A. Bernacki: A Metropolitan Division has been established in New York in the Cable Building, 611 Broadway. The new division is headed by H. Jay De Gel, former director of public relations, Motor Carriers Association of New York; and more recently general manager, California Growers Air Express, Inc. and Air Freight Associated Carriers, Inc. It is understood that Bernacki has employed a staff of foreign specialists to handle documentation covering international movements of freight by air and sea.

Cosmos Shipping Company, Inc.: David Bycoffe, president, reports that a branch office has been opened in Caracas, Venezuela at Madrices A. Marron 28, Ofic. 2. Heading the Cosmos office there is J. L. Ubalde, a native Venezuelan.

Ira Furman Company: The first export Tucker car ever to be shipped abroad has been handled by this firm. Consigned to Jaime Gantmanis, agent in Brazil for the new motor car company, the Tucker will be on exhibition at the Hotel Quitandinha, Petropolis. Interesting to note is the fact that the car is one of the few models even in the United States. There'll be more to come, says Furman.

Air Freight Forwarders Association: New officers of AFFA are: John H. Stewart, of Air Dispatch, Inc., president; Arthur Cofod, of Air Express International executive vice president; Richard Spada, of Personal Air Freight, vice president-international affairs; John Emery, of Emery Air Freight, vice president-domestic affairs; J. D. McPherson, of Airborne Flower Traffic, secretary; George Haney, of Skyways Forwarding, assistant secretary; Peter A. Bernacki, of Peter A. Bernacki, treasurer.

Slick Airways: James P. Mills, district sales manager sends along this list of foreign freight forwarders assigned as air cargo agents for Slick: New York area—All Air Freight, Inter-Maritime, H. J. Ollendorff, Flying Cargo, Inc., A. F. Cofod and Company, Rediker Air Cargo, Inc., American Express Company, Air Express International Agency, Inc., H. S. Dorf and Company, Inc., Tynan Transport Service, Stark Air Shipping, Inc., Air-Ex Forwarding Company, Chas. A. Redden, Inc., W. J. Byrnes; San Francisco area—Joseph A. Paredes and Company, Green, Scott and Company, Inc., A. J. Fritz and Company, Harper, Robinson and Company, W. J. Byrnes, Air Division, Inc., Hawaiian Freight Forwarders, Frank P. Dow Co., Inc.; San Antonio area—L. H. Graves Carga Aerea.

Swissair Service to Expand

Beginning the coming Summer season, it is likely that Swissair will expand its North Atlantic services to include two scheduled flights a week. Transport planes of the Swiss airline flew to North America 21 times since the close of the war. Twenty flights also were operated to Johannesburg.

Last year Swissair inaugurated direct service between Zurich, Geneva, Cairo, and Basra; and between Zurich and Manchester. Its European services probably will be further expanded this year with the addition of two Convairs to the fleet.

PAL Route Extended Again

Tokyo and Okinawa have been added to the international routes of Philippine Air Lines. This has been the third major route extension since the airline reorganized shortly after the war ended.

(REG. U. S. PAT. OFF.)

A CUT in certain commodity rates to Central and South American points was announced last month by Pan American World Airways. The new rate on textile products, foodstuffs, electrical and/or household appliances, machinery and/or machinery parts, from New Orleans to Guatemala City, is 14 cents a pound; and to San Salvador, El Salvador, 15 cents a pound. Minimum weight: 100 pounds. Automobile parts and accessories, hardware, machinery and parts, plastic rolls and/or sheets, from Miami to Lima, go at 40 cents a pound; to Santiago, Chile, at 54 cents a pound. Minimum weight: 500 pounds.

Several weeks prior to these rate reductions, Pan Am had announced a lower rate on phonograph records flown from Miami to Caracas—26 cents, for shipments of 500 pounds or more. The new tariff on shipments of live tropical fish from Belem, Brazil, to New York, is 44 cents a pound. Minimum weight: 440 pounds.

* * * * *

Northwest Airlines reports that its "new combination cargo-passenger service to Alaska featuring reduced rates has proved so popular with air travelers and shippers in all parts of the country that the airline has added a fourth weekly flight to the schedule." Capacity cargo loads have been carried from Seattle-Tacoma to Anchorage since the 2 a.m. flight was inaugurated on January 4. Northwest says:

"The addition of the fourth flight provides a total of nearly 60,000 pounds of cargo space available on the new run in addition to the cargo handled on regular daily flights. A low general commodity rate of $15 per 100 pounds covering a wide range of products, is in effect on the service.

"Equipment being used is a modified DC-4 which can be readily converted for maximum cargo or passenger loads. Key to the flexibility of the aircraft are 26 specially-designed foldup seats occupying the forward part of the plane which can be folded against the cabin wall in a matter of seconds.

"When converting the seating space for cargo use, the backs of the seats fold forward, armrests fold in and each two seat unit swings up and against the cabin wall into a compact package. The steel framework of the seats provide tie-down positions for cargo lashing while holes for insertion of tie down rings are provided in the floor.

"Other special features of the craft are double cargo doors to facilitate loading and unloading, a number of curtain positions for screening various size cargo loads, and a movable 'no smoking-fasten seat belts' sign which can be positioned just aft of the curtained section. The remaining seats are of standard airplane design but can be removed quickly to allow handling of unusually bulky cargo. Buffets, washrooms, ventilators and reading lights complete the passenger facilities."

NWA's cargo flight 903, which operates on Tuesday through Saturday, excluding holidays, now leaves Chicago at 5:15 a.m. CST, and arrives at Minneapolis-St. Paul at 7:40 a.m. CST.

* * * * *

According to S. E. Russ, manager of international cargo sales for Trans World Airline, machinery and parts destined principally for the reconstruction of Europe, formed nearly a fourth of TWA's international freight shipments, during 1948. The all-cargo flight, which the line pioneered two years ago, has carried 38 percent of all TWA's international freight. Said Russ:

"An overall increase of 35 percent for international cargo, above the year before, was shown for the period from January 30, 1948 to January 30, 1949. During this time, TWA flew 4,494,073 ton miles of overseas cargo.

"Items shipped on the all-cargo flights in the last year have ranged from heavy three-ton turbine pumps to small packets of diamonds. Next to machinery and parts, which accounted for 23 percent of the international volume, live animals were the second largest classification. They were 11 percent of the total. Pharmaceuticals, diplomatic pouches, watches and clocks, and newspapers and periodicals together made up another 25 percent of the international cargo for the year."

TWA operates C-54s on its over-ocean flights. Capable of carrying up to nine tons, the cargoplanes are insulated against

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Joseph D. Boylan, director of cargo sales for American Airlines, has come up with a little collection of cargo tidbits for the year 1948 which are worthy of passing along to the reader:

• A parrot flying by Flagship from Mexico City to San Antonio was reportedly refused admission to this country because it used profane language.

• Somebody in Dallas grew tired of all that sun-shine and had 25 pounds of bona fide New York snow shipped by air after the pre-Christmas storm in the East.

• The Oregon Chamber of Commerce sent 60 pounds of soil to be sprinkled in the Dallas Cotton Bowl New Year's Day, so the Oregon football team wouldn't have to play on "foreign" soil. The Webfeet lost to Southern Methodist anyhow, 21-13.

• In Los Angeles a shipper sent his dog to the airport in a crate marked "Rush! This dog expecting." The dog gave birth to three pups before plane time. Upon her arrival at destination it was found some wag had scribbled across the crate, "Too late!"

• Out of Mexico a new item in foodstuffs became a regular note on air freight manifests: fried pumpkin seeds. It seems they are favored as appetizers in some parts of the United States.

• One December night an American Airlines Airfreighter took off from Newark with a crate of baby chicks and two monkeys. When it arrived at Buffalo cargo handlers nonchalantly loaded it with three crates of prize turkeys weighing 45 pounds each, five crates of chinchillas, two canaries, a stone deaf kitten, three dogs and two crates of fancy pigeons.

• Even the ubiquitous Sears Roebuck catalogues took to the air when 20,000 pounds were flown from Boston to Frankfurt, Germany.

• A Syracuse political leader paid off an election bet by parading in front of the city hall with a lion he had shipped from an animal farm in Boston.

• A woman in the Middle West who attributed her recovery from tuberculosis to the goats' milk she received from Los Angeles had two of the special alpine goats shipped to her to keep as pets.

• A chimpanzee, anxious to arrive in Hollywood fresh for a screen test, went from Cincinnati by air and won a part in the movie *You Gotta Stay Happy*. (Hey, that movie is about a nonsked!)

• Boston dispatched a flying Noah's Ark last August when it loaded onto one airplane a lion, a wolf-hound, a Weimaraner cat, 11,000 baby chicks, and six tons of fresh fish.

• During the year American carried human eyes and whole blood; precious serums and iron lungs; radio-active isotopes, hurley sticks, and gold bricks.

* * * * *

British Overseas Airways Corporation has made certain changes in its cargo rates between New York and Alexandria, Batavia, Belfast, Palembang, Shanghai, and Tokyo. See International Cargo Rates in this issue.

* * * * *

Trans-Canada Air Lines and United Air Lines have entered into a cargo interchange agreement whereby the companies will honor each other's airwaybills without rebilling on shipments passing between all points of the TCA and UAL systems. Transfer of cargo will take place at Vancouver, Seattle, Chicago, Detroit, Cleveland, New York, and Boston.

The Civil Aeronautics Board has granted United permission to aid in the movement of military cargo between a half-dozen United States Air force bases and cities served by the airline. These bases are: March Air Force Base, Riverside, California; Fairfield-Suisun Air Force Base, Fairfield, California; McClellan Air Force Base, Sacramento, California; Hill Air Force Base, Ogden, Utah; Olmstead Air Force Base, Middletown, Pennsylvania; and Westover Air Force Base, Chicopee Falls, Massachusetts.

Meetings in Los Angeles, San Francisco, and Oakland have been held under the direction of B. B. Gragg and M. P. Bickley, United's director of traffic and sales and manager of air cargo sales, respectively, to help stimulate a greater flow of eastbound air freight shipments.

* * * * *

The year 1948 showed up as Western Air Lines' best in air freight with a new company record of 3,562,406 pounds hauled.

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This represented an increase of 44 percent over the 1947 total. December was the top month, according to Arthur C. Smith, cargo traffic manager. During that month total air freight pound carriage was 377,447, which was 60 percent above the December, 1947, total. Freight pound-miles flown in 1948 totaled 1,453,512,089, as against 938,501,842 flown the year before.

* * * * *

It has been reported from Antwerp that an air freight market, on the style of the Baltic Exchange, has been opened in the Bourse de Commerce.

* * * * *

James M. Landis, former chairman of the Civil Aeronautics Board, is in the limelight again—this time by virtue of his having been retained by a group of more than 200 employees of American Overseas Airlines. The group is reported to have received pledges totaling more than $1,000,000—and it claims it can double it—for the purchase of the airline. A committee of seven has stated that the AOA employees are seeking means to avoid the AOA-PAA merger **(see January AT).**

* * * * *

Whither will go international air freight? That will be answered when the CAB's hearings on the interpretation of Section 292.1 of its Economic Regulations, which began February 15, come to an end. Seaboard and Western Airlines, which has the lead in transatlantic freight operations, has its very life at stake. As things now stand, domestic and international air freight transportation come under Section 292.1 **(for full text see May, 1947, AT).** This provides that irregular air carriers may engage in common carriage by air of persons and property, on an irregular basis, without a certificate of convenience and necessity. Internationally, these carriers may carry property, but not passengers; domestically, they may carry both passengers and property.

According to the proposed revision of Section 292.1, international air freight and international air passengers again come under one heading. This is opposed by the international freight outfits because they feel that (1) they should be given the same privileges as those extended the domestic air freight lines, and that (2) they should not be ruled by regulations designed primarily for passenger carriers.

CW Reconditioning C-46s

One hundred C-46 *Commandos* will be reconditioned for the Air Reserve by the Airplane Division of the Curtiss-Wright Corporation. Approximately $3,000,000 will be expended on renovation.

New Stops for KLM

The important Venezuela oil center of Barcelona has been added to the aerial network of the West Indies Division of KLM Royal Dutch Airlines. Direct connections from Miami to Barcelona, via Havana and Aruba are on a twice-a-week basis. Planes leave Miami every Tuesday and Saturday at 11 p.m. Return planes from the Venezuelan city, via Curacao and Havana, depart at 8:45 a.m. on Mondays and Tuesdays.

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GUEST AIR CARGO EDITORIAL

(Continued from Page 7)

and should be immediately revised with a view to freight operations. With almost every shipment of live freight there is a simultaneous request for transportation of an attendant. The non-certificated cargo carrier is in the anomalous position of having no authority to carry passengers for hire and is prohibited by the existing regulations from carrying an attendant without charge. Result is that the freight moves over surface transportation. The revision of such a regulation is simple and there are many others of a similar nature.

Air freight rates are a new problem to the Civil Aeronautics Board and those charged with the responsibility of decisions as to air freight tariffs must think and act realistically in terms of freight transportation. The Civil Aeronautics Board can be proud of the strides it has made in this regard, but we all may rest assured that the air freight rate problem will not be a simple one for a long time to come. Although no detailed study has been made, we believe that there is room for improvement in the present rate regulatory machinery in order that proper action and expeditious decision may be more accessible in the interest of fostering the sound development of this dynamic industry.

Different Standards

One of the most important and most immediate problems that must be faced is the present serious discrepancy between Civil Aeronautics Authority standards and the military standards of transport type aircraft and their operation. This has been brought home as never before by the Berlin airlift which so decidedly evidences our need for a large fleet of transport aircraft in being. There is no reason whatever that the military establishment and the commercial freight operator cannot quickly come to agreement as to what constitutes a proper transport aircraft suited to both pressing needs. However, little can be accomplished until the CAA and the military can come to terms on what are the proper standards of safety and performance for such aircraft. Once agreement is reached, the ever-increasing cost of development, engineering, and production of such transport flight equipment can be shared by the military and the commercial operator to the benefit of all.

The advent of the air freight industry raises anew, and adds to the present problem of subsidy or air mail pay, and what to do with it. The non-certificated cargo carriers who are now applicants for certificates of public convenience and necessity before the CAB have stated and have made great progress towards proving that subsidy is not necessary in order to carry on a common carrier air freight operation at a reasonable profit. But we have in being today two groups of competitors in the air freight field—one subsidized and the other unsubsidized. The Board, then, must realistically face a competitive situation that is highly unusual and, in fact, untenable and must act as quickly as possible to establish an equitable competitive basis and to promulgate some fair rules of the game.

It is difficult to assign priority to the problems created by air freight, some of which we have mentioned herein, and certainly space will not allow any argument as to solution at this time. It is enough to hope that responsible authorities in the Federal Government are aware of these problems and if so, we firmly believe that we can look with confidence towards their proper solution in the interest of the public and the air transport industry. THE END

AIRBORNE SEAFOODS

(Continued from Page 17)

scaled into per capita fresh fish consumption figures such that the national average per capita would be 6.89 pounds and the national total fresh fish consumption 906.5 million pounds. These figures were chosen on the basis of Fred F. Johnson's study of per capita fish consumption. In the breakdown of 13.3 pounds per capita fish consumption, Johnson finds that about 6.2 pounds are fresh and frozen fish; 2.0 pounds are caught for home use; and the remainder of 5.1 pounds are consumed in the form of processed fish, either as canned, salted, smoked, dried, cooked or as edible oils.

Since the proportion of fresh and frozen fish within Johnson's per capita total amounts to 46.55 percent, this percentage was applied to the total 1939 per capita figure of 14.8 yielding a per capita of fresh fish of 6.89 pounds or, for the 1940 population of 131,566 millions, 906.5 million pounds of fresh fish.

The third phase of preparing state per capita fresh fish consumption figures consisted of attempts to combine the various predictor measures into composite per capita consumption figures.

Since a regular regression equation technique seemed too time consuming, various statistical procedures were tried. After many weary tryouts, in which various systems of weights and numbers of factors, usually suggested by experts

of the trade, were used and combined. the following seven factors, together with the given percentage points of weight, were used in computing consumption estimates: weighted geometric mean distance, 30 percent; fish market sales, 17 percent; restaurant sales, 13 percent; fish catch, 11 percent; rail terminations, 10 percent; percentage of Catholic population, 10 percent, and percentage of Negro population, nine percent.

Combining the desired weight with the inverse of the standard deviation of the respective factor and dividing by the sum of the weights, an equation was used in obtaining the state per capita fresh fish consumption figures.

As far as is known, they are the first set of basic estimates ever prepared. Although conservative, they coincide with partial data available and with the best judgment of the trade.

(Continued Next Issue)

REGULATION AS A TOOL

(Continued from Page 19)

from the credit due the grandfather carriers in the development of the passenger business. On the contrary, these carriers perform functions which are vital to the national economy and security that the freight lines cannot expect to duplicate. With governmental assistance they have developed a comprehensive system of passenger and mail transportation, and there is considerable doubt as to whether any group of carriers could have done the same job without such outside aid.

There is some indication that the passenger business, particularly in the case of short-haul carriers, will never be completely self-supporting even under the most efficient management. So long as this is true it would be a nearsighted policy to deprive these carriers of their mail revenues. While the freight carriers might be able to move mail more cheaply to the major industrial areas, there is some evidence that they could not carry the mails at less cost to the many small cities now being served by the major passenger carriers. The same considerations apply to the proposed extension of the parcel post system to air transportation. Because they serve so many communities, and since passenger planes can usually handle express shipments, there appears no reason why the grandfather carriers should not be permitted to participate in the express business on an equal basis with the freight carriers.

The experience of the Civil Aeronautics Board in handling the problems incident to the development of the freight industry demonstrates one of the weaknesses of a policy which permits the commission type of agency to operate in the dignified image of an appellate court. Instead of seeking out the moot and infant situations for study and establishing a positive program of action, the tendency has been to let the entrenched interest groups supposedly under regulation make the vital initial decisions.

The Hoover Commission on governmental reorganization might well con-

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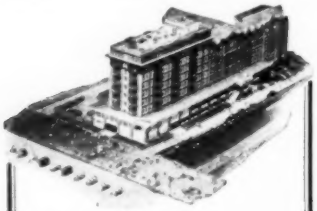
sider whether positive programs of actions should be entrusted to boards or commissions. Even if the political realities of the moment dictate the board type of leadership, the Hoover Commission should examine whether the quasi-judicial work and trappings of such agencies as the Civil Aeronautics Board cannot be cut to the bone. We must not permit the advantages of delegation of legislative authority to be made ineffective by insisting that every administrative action should take the form of a trial and judicial determination of a case or controversy, with all the formalities of prolonged hearings before examiners, testimony of expert witnesses, and the froth of briefs and oral argument.

Where an industry has taken permanent shape and each request for further privileges can be discussed at great length without doing violence to the statutory objectives, the problems of form can be given greater attention. But where an agency is charged with creating new national wealth by developing an infant industry, the consequence of permitting established interests to employ the forms of justice to obstruct the attainment of statutory objectives may well destroy the value of the administrative process. If nothing else, the certification of direct freight carriers will immeasurably strengthen the independence of the Civil Aeronautics Board by providing for rival groups that will not always be in agreement.

THE END



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Stratocruiser for PAA

The first Boeing *Stratocruiser*, named the *Clipper America*, has been delivered to Pan American World Airways. It is the first of 20 such giant double-decked transports ordered by the airline. PAA expects to receive all 20 by August.

Permit for BCA

A foreign air carrier permit has been granted to British Caribbean Airways authorizing air transportation between Kingston, Jamaica and Miami. BCA plans to operate two round trip flights weekly with DC-3 aircraft. It will compete with PAA and KLM.

KLM to Serve Mauritius

Great Britain has granted KLM Royal Dutch Airlines landing rights on Mauritius Island in the Indian Ocean. According to a Foreign Office spokesman, the Dutch have agreed not to use the landing field for planes hauling military supplies.

Air France Houston Office

An office has been opened in Houston, Texas, by Air France. Situated in the Esperson Building, it is headed by Ulmer Doyle McDonald, Southwest district traffic manager. He is responsible for all freight and passenger traffic to and from New Mexico, Texas, Oklahoma, Arkansas, Louisiana, Mississippi, Alabama, and Tennessee.

BOOKS

Airport Management (Richard D. Irwin, Inc., Chicago; 316 pages; $4.00) is the latest from the pen of John H. Frederick, professor of transportation, College of Business and Public Administration, University of Maryland. An excellent volume, it covers the subject from A to Z . . . The Aircraft Industries Association, 610 Shoreham Building, Washington, D. C., has published its 30th annual edition of **The Aircraft Year Book for 1948** (249 pages; $6.00). All the dope you need to know is included. Good job . . . **Airport Zoning**, by J. Nelson Young, assistant professor of law, College of Law, University of Illinois (University of Illinois, Urbana, Illinois; 76 pages; free upon request) is the fourth in a series of Aeronautics Bulletins.

Ralph S. Kuykendall and A. Grove Day's book, **Hawaii: A History** (Prentice-Hall, Inc., 70 Fifth Avenue, N. Y.; 331 pages; $3.00), covers the island's growth "from Polynesian kingdom to American commonwealth." Swiftmoving; interestingly written. . . . Still in the Pacific, the next volume is Walter Karig's **The Fortunate Islands: A Pacific Interlude** (Rinehart and Company, Inc., 232 Madison Avenue, New York; 226 pages; $3.75), a better-than-ordinary work on the people of the South Sea Islands and how they live. Photographs are top-notch. You'll like this book. . . . Moving over to China, we find Gerald F. Winfield's **China: The Land and the People** (William Sloan Associates, 119 West 57th Street, New York; 437 pages; $5.00). Here, the author, a research biologist who lived and worked in China for 13 years, paints a factual picture of a gigantic nation. . . . **The Pageant of India's History**, by Gertrude Emerson Sen (Longmans, Green and Company; 431 pages; $4.50) is another interesting story of a nation that has been long a mystery. This is the first of two volumes, covering India before the European invasions.

In Europe we find **Footloose in France**, by Horace Sutton (Rinehart and Company, Inc., 232 Madison Avenue, New York; 382 pages; $4.00) and **A History of Norway**, by Karen Larsen (Princeton University Press, Princeton, New Jersey; 591 pages $6.00). Sutton's book is just what the doctor ordered for the traveler. A happy travel book of postwar France. The Norwegian history, which was published for the American-Scandinavian Foundation, is an outstanding work. An exceptional look-in on Norway, her history, and her people. . . . **Iran: Past and Present**, by Donald N. Wilber, another output of the Princeton University Press (234 pages; $3.00), "provides in compact form the answers to almost all the questions that can be asked about Iran." . . . Finally, David Bradley's **No Place to Hide** (Little, Brown and Company, 34 Beacon Street, Boston; 182 pages; $2.00), tells exactly what the atomic bomb can do. An eye-opener.

TWA Flies to Zurich

Already serving Geneva, TWA has added a second Swiss city, Zurich, to its regular schedule. Flights are on Mondays and Thursdays, with intermediate stops at Philadelphia, Gander, Shannon, and Paris. From Zurich the planes continue to Rome, Athens, and Cairo. Planes leaving Zurich on westbound flights depart on Wednesdays and Fridays.

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MAILBAG MEMOS

"I recently returned from South America and one of the first articles I read on our company which had appeared in my absence was the story on the development of tourism by Lucy Goldsmith (**December, 1948, AT**). I thought you would be interested to know how very much we liked the story and how much we appreciated your magazine's interest in our program.

"Mr. Wallace Whittaker, our president, felt that the article was an excellent one and one of the best he has seen up to date on what we are doing and how it ties in with the development of tourism throughout the world. Miss Goldsmith's research seemed to be quite extensive and she certainly covered the subject from every conceivable angle.

"Her handling of the facts of our situation was both highly accurate and well presented. It is one of the few instances in which this somewhat complex program which we are developing has been handled without a flaw."

Richard P. Moran,
Intercontinental Hotels Corporation,
New York, New York.

* * *

"The December issue of your magazine contains a statement that 'Global Air Convoys Corporation . . . serves as United States representative for Icelandic Airlines.' This statement is not true and is entirely unauthorized by Loftleidir, H. F. (The Icelandic Airlines). As attorney for Loftleidir, H. F., I would appreciate your publishing a retraction of this statement, as it has been given wide publication."

James E. Doherty, Jr.,
Jamaica, New York.

We have been in touch with Global Air Convoys, and we are assured that the agreement was in effect at the time the December issue went to press. Certain signed documents have been offered to prove this to be so. However, the agreement has since been terminated.—Editor.

* * *

"This magazine is a most useful means of disseminating new information on air cargo. Air cargo itself is such a baby in the transportation family that we cannot call on experienced men to aid its growth. Therefore, the most logical means of overcoming any growing pains is a complete exchange of ideas as they are tried by all air cargo operators. Your magazine appears to fulfill this vital means of exchange.

"We out here in Australia are isolated to a certain degree with regard to new methods and means of overcoming air cargo difficulties, and I for one have been attacking all problems almost entirely from a common sense point of view."

P. O. Jude,
Qantas Empire Airways,
Sydney, Australia.

Another Merger?

Trans World Airlines and Peruvian International Airways are reported to have been discussing the possibilities of a merger. Lieutenant General Harold Lee George, former president of PIA, is vice president and general manager of the Hughes Aircraft Company. Howard Hughes, president, also controls TWA.

According to the tale, 30 wigs were needed for the Caracas cast of *Tristan and Isolde*, whose performance was due the following evening, but these wigs were in New York. Air freight was the obvious answer, and Wagnerian art was saved. Above is Max Kaplan of PAA.

REFERENCE GUIDE TO PREVIOUS ISSUES

January, 1948	1947 Index.
July, 1948	Minimum Commodity Rates.
September, 1948	Domestic Air Freight Forwarders.
October, 1948	Air Freight Forwarder Regulations.
October, 1948	U. S. Air Freight & Irregular Air Carriers.
October, 1948	U. S. Certificated Airlines.
October, 1948	Foreign Airlines of the World.
October, 1948	How to Become an IATA Air Cargo Agent.
October, 1948	IATA Air Cargo Agents.
October, 1948	Airline Distances.
October, 1948	Route Maps.
December, 1948	Domestic Air Parcel Post Rates.
December, 1948	International Air Parcel Post Rates.
December, 1948	IATA Membership List.
December, 1948	Foreign Air Mail Rates.
December, 1948	Air Cargo Insurance Rates.

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AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

GUY W. VAUGHAN, WILLIAM C. JORDAN, and **PAUL SHIELDS,** elected at a recent meeting of the board of directors of Curtiss-Wright Corporation to the following offices: Vaughan, chairman of Curtiss-Wright; Jordan, president of Curtiss-Wright, and a director of both Curtiss-Wright and Wright Aeronautical; Shields, chairman of the Curtiss-Wright executive committee. Vaughan formerly served as president of Curtiss-Wright and Jordan as vice president and general manager of Wright Aeronautical.

SETON PORTER, well-known New York executive, named a member of the board of directors of the Republic Aviation Corporation.

JOSEPH S. HARRIS, formerly assistant manager of the Shell Oil Company's Aviation Department, appointed head of that department. He has been with Shell since 1930.

CLEEMAN WITHERS, elected secretary of Curtiss-Wright, to succeed Miss J. M. Scanlan who has resigned to establish another organization.

DAVID R. STEWART, who succeeds **W. B. LANGMORE** as treasurer of Slick Airways. Langmore, who resigned as vice president-administration and treasurer, remains on the board.

★ ADVERTISING ★ PUBLIC RELATIONS

GEORGE HEDMAN, appointed director of public relations for Scandinavian Airlines System, succeeding **EGIL TRESSELT** who has been named assistant to the president. Hedman has headed Scandinavian-American relations for SAS since it began transatlantic operations three years ago. During the war he was in charge of the OWI's Swedish radio section. Tresselt is a former United States correspondent for the Norwegian Telegram Bureau.

DONALD CAMERON BYTHELL, appointed director of advertising for Trans-Canada Air Lines. Formerly with the Association of Canadian Advertisers, Canadian Johns-Manville Company, and Canadian Industries Limited, he served for three years as a captain in the Canadian Army overseas.

JOHN H. MURDOCH, named to the post of New Bureau manager for the Beech Aircraft Corporation. Formerly with Pan Am, he also served as a feature writer for *The New York Mirror.*

LEWIS J. MOORMAN, JR., executive vice president of Slick Airways, who has taken over all public relations for the air freight line. He succeeds **RAY NEUMANN,** public relations director, who has taken a temporary leave of absence.

STEVEN J. ROES, now serving as acting manager of KLM Royal Dutch Airlines' News Bureau. He replaces **JAY ABBOTT** who has resigned to enter the field of commercial broadcasting in the Midwest.

★ SALES ★ TRAFFIC

NORMAN P. BLAKE, appointed European sales manager for American Overseas Airlines, with headquarters in London. He is a former lieutenant colonel in the ATC. Blake joined AOA in 1945.

VICTOR HENRY FULCHER, named director of traffic procedure for Trans-Canada Air Lines. A former railroad man, he joined TCA more than 10 years ago.

MELVIN T. BROCKMAN, named by Slick Airways to the post of assistant to the vice president-sales and traffic. He will specialize in pickup and delivery problems.

KENNETH PARRATT, appointed by Pan American World Airways as manager of traffic procedures, Atlantic Division. He has been with United and Charles A. Rheinstrom, Inc.

FRANCES PAUL, named by Air France to head its new office at 210 Post Street, San Francisco. She formerly served as assistant to the Western District traffic manager in Los Angeles.

DAN W. BATES, appointed Seattle district sales supervisor for Philippine Air Lines. He previously was connected with

Guy W. Vaughan W. C. Jordan Paul Shields Joseph S. Harris George Hedman

D. C. Bythell J. H. Murdoch L. J. Moorman, Jr. Norman P. Blake Hugh Johnston

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Western Air Lines. Bates is a Navy veteran.

RICHARD G. KENNEDY, elevated to the post of supervisor of tariffs and schedules for Pioneer Air Lines. He formerly was in the traffic department of Eastern Air Lines.

E. C. LEESON, appointed assistant director of the sales division of the Ranger Aircraft Engines Division, Fairchild Engine and Airplane Corporation.

★ CARGO ★

HUGH JOHNSTON, formerly manager of cargo sales and development for Trans-Canada Air Lines, appointed director of cargo sales, with headquarters in Montreal.

JERRY GRIFFEN, named West Coast representative for KLM. He has been with KLM since 1946.

★ MISCELLANEOUS ★

THEODORE P. WRIGHT, former Civil Aeronautics Administrator, appointed a full member of the National Advisory Committee on Aeronautics.

DAN LIONEL, aviation editor for *The Brooklyn Eagle,* winner of the Distinguished Service Award of the United States Junior Chamber of Commerce.

THE CARGOPLANE MUST GO THROUGH

(Continued from Page 10)

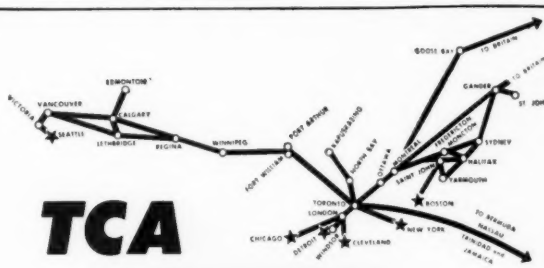
of dramatic "save" of an aircraft in distress.

Another near tragedy, which did *not* happen because of GCA, was when Russell C. Williams, CAA controller, assisted a Twin Beechcraft reported over Baltimore with but 45 minutes of fuel left and ceiling zero. Twenty minutes later, Washington GCA picked up the plane on its surveillance scope 15 miles northeast. The pilot advised that he had 2/10 of a tank of fuel left. He was quite jittery. Controller Williams could not use a full radar pattern because of the narrow fuel margin, so he vectored the aircraft in a short constant turn of only a six-mile radius to intercept the precision GCA approach path. Laconically, Williams reported, "Remainder of approach routine." The plane landed safely with ceiling zero, visibility 1/16 of a mile, with heavy fog and smoke. The pilot advised the tower when he was safely down on Runway 36 that his fuel indication was zero. Needless to say, his spirits were high and he was thankful for GCA and the skill and dependability of CAA's veteran traffic controllers.

The Navy's GCA is always available to planes in distress. A C-82 *Packet* with virtually a dry gas tank, was guided into Patuxent Naval Air Base after a long flight in heavy weather from Bergstrom Field, Austin, Texas. The pilot, Major Gerald McNulty, stated that after he had cleared the Appalachian Mountains the weather had closed in completely. He began to circle Washington, while police and airfields were alerted. Patuxent surveillance radar located the plane over Cambridge and it was landed safely at Patuxent a few minutes later. The cargoplane had been in the air 11 hours and was four hours beyond the pilot's estimated time of arrival. Another close shave—but with GCA it was routine.

Each day sees the ultimate of automatic all-weather flying closer to realization, and what this will mean to the air shipper can best be foretold in skyrocketing express and freight ton-miles.

The air cargo industry has an important stake in all-weather flying.



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CLEVELAND . . . *Arcade Union Commerce Bldg.—Tel: SUperior 2020*
DETROIT . . . *1253 Washington Boulevard—Tel: CHerry 5444*
CHICAGO . . . *75 East Monroe Street—Tel: DEarborn 2-5800*
SEATTLE . . . *414 University Street—Tel: ELliot 4934*

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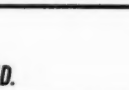

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International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BUJ—Beaumont, Tex.
BGR—Bangor, Me.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
HFD—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
MKC—Kansas City, Mo.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SEC—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for parcels 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under $5,000 valuation . . . TACA has a special rate for shipments over 500 lbs.

TC Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

• TCA Arcargo rate of 25 lbs. or less.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	LGA AO*	1 30	92	15	Su,T
"	IDL SS	1 28	89	20	W,F
"	IDL K	1 23	86		
Aarhus, Denmark	LGA AO*	1 27	89	15	Su,T
"	IDL SS	1 27	88	20	W,F
Abadan, Iran	LGA BO	1 91	1 43	20	
"	BOS AO*	1 87	1 82	15	Tu,Sa
"	LGA AO*	2 00	1 68	15	Dly
Aberdeen, Scotland	LGA AO*	1 24	96	15	Dly
Abo, Finland	LGA AO*	1 46	1 01	15	Su,T,Th
"	BOS AO*	1 43	98	15	Th
Accra, Br. Gold Coast	LGA P	1 89	1 42	15	M,Th
"	BOS P	1 86	1 40	15	M,Th
"	LGA BO	1 89	1 42	20	Su,T,Th
"	IDL AF	1 89	1 42	20	
"	BOS AF	1 86	1 40	20	
"	BOS AO*	2 05	1 54	15	Tu,Sa
"	LGA AO*	2 08	1 56	15	Dly
Addis Ababa, Ethiopia	LGA AO*	2 29	1 72	15	Dly
"	BOS AO*	2 26	1 70	15	Tu,Sa
"	LGA BO	2 14	1 63	20	
"	EWR TC	1 95	1 50		
"	IDL S*	2 14	1 63		Th
Aden, Aden	LGA AO*	2 19	1 64	15	Dly
"	BOS AO*	2 16	1 62	15	Tu,Sa
"	LGA BO	2 11	1 60	20	
Ajaccio, Fr. Corsica	LGA AO*	1 32	1 04	15	Dly
"	IDL AF	1 29	97	20	Thrice Wkly
"	BOS AF	1 26	95	20	
Alexandria, Egypt	LGA BO	1 62	1 12	20	
Algiers, Algeria	LGA TW	1 32	95	20	M
"	LGA AO*	1 52	1 18	15	T,F,Sa
"	BOS AO*	1 51	1 16	15	F
"	LGA C*	1 30	93	30	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Algiers (cont'd)	IDL AF	1 32	95	20	Dly
"	BOS AF	1 29	93	20	Dly
"	EWR TC	1 00	80		
"	IDL S*	1 32	95		Th
Allahabad, India	DCA C*	1 30	93	30	
"	IDL AF	1 32	95	30	Dly
Amsterdam, Netherlands	LGA AO	1 13	83	15	T,F,Sa
"	BOS AO*	1 12	81	15	F
"	LGA SI	1 25	75	25	Frequently
"	IDL S	1 15	83		Th
"	LGA TR	86	71	12½	
"	HFD TR	86	71	12½	
"	LGA C*	1 13	83	30	
"	DCA C*	1 13	83	30	
"	LGA BO	1 13	83	20	Su,T,Th
"	IDL SS	1 43	98	20	W,F
"	IDL AF	1 15	83	20	Dly
"	BOS AF	1 12	81	20	Dly
"	IDL K	1 12	83	15	Dly except Su
"	EWR TC	85	70	25	
Anchorage, Alaska	SEC P	45	18	15	Dly
"	SEC NW	23	15	15	Dly
"	MPS NW	35	29	15	Dly
"	OAK TR	61	294	15	
Angat, Bulacan, Phil	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	1 79	1 26	15	W,Sa
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
Ankara, Turkey	LGA C*	1 71	1 37	30	
"	DCA C*	1 71	1 37	30	
Antigua, B.W.I.	LGA P	46	41	15	Dly
"	MIA P	45	33	15	Dly
"	MSY P	86		15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Antigua (cont'd)	HOU P	1 18		15	Dly
"	BRO P	1 10		15	Dly
"	CRP P	1 13		15	Dly
"	NLD P	1 12		15	
"	LAX P	1 35		15	Dly
Antilla, Cuba	MIA P	20	15	15	Dly
Antofagasta, Chile	MIA P	1 19	86	15	Dly
"	MSY P	1 35	1 01	15	Dly
"	HOU P	1 41	1 05	15	Dly
"	BRO P	1 36	1 02	15	Dly
"	CRP P	1 38	1 04	15	Dly
"	NLD P	1 36		15	
"	LAX P	1 51	1 13	15	Dly
"	DCA PI	1 29	95	20	T,W,F,Sa
"	IDL PI	1 31	97	20	T,W,F,Sa
"	LGA SI	1 28	95	20	Frequently
"	MIA SI	1 19	86	20	Frequently
Antwerp, Belgium	LGA AO*	1 12	85	15	Dly
"	BOS AO*	1 09	83	15	Tu,Sa
"	IDL S*	1 12	82		Th
Any Destination in Colombia other than those named herein	MIA P	72	.49	15	Dly
"	MSY P	1 18		15	Dly
"	HOU P	1 28		15	Dly
"	BRO P	1 20		15	Dly
"	CRP P	1 23		15	Dly
"	NLD P	1 22		15	
"	LAX P	1 49		15	Dly
Apal, T, Pampanga, Phil.	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	1 79	1 26	15	W,Sa
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
Aparri, Phil	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	1 60	1 90	20	
Aracaju, Brazil	LGA P	1 54		15	Dly
"	MIA P	1 26		15	Dly
"	MSY P	1 53		15	Dly
"	HOU P	1 68		15	Dly
"	BRO P	1 60		15	Dly
"	CRP P	1 63		15	Dly
"	NLD P	1 63		15	
"	LAX P	1 90		15	Dly
Arecibo, Puerto Rico	EWR TC	30	20		Frequently
Arequipa, Peru	MIA P	1 10	83	15	Dly
"	MSY P	1 27	95	15	Dly
"	HOU P	1 33	99	15	Dly
"	BRO P	1 28	96	15	Dly
"	CRP P	1 30	98	15	Dly
"	NLD P	1 26		15	
"	LAX P	1 46	1 10	15	Dly
Arica, Chile	MIA P	1 14	85	15	Dly
"	MSY P	1 30	98	15	Dly
"	HOU P	1 36	1 01	15	Dly
"	BRO P	1 31	98	15	Dly
"	CRP P	1 34	1 00	15	Dly
"	NLD P	1 26		15	
"	LAX P	1 48	1 11	15	Dly
"	MIA SI	1 14	85	20	Frequently
"	LGA SI	1 23	94	20	Frequently
Armenia, Colombia	MIA P	65	44	15	Dly
"	MSY P	1 04		15	Dly
"	HOU P	1 15		15	Dly
"	BRO P	1 07		15	Dly
"	CRP P	1 10		15	Dly
"	NLD P	1 09		15	
"	LAX P	1 34		15	Dly
"	BUJ CS	51	39	15	T,Th,Sa
"	CHI CS	53	41	15	T,Th,Sa
"	YIP CS	53	41	15	T,Th,Sa
"	ELD CS	52	40	15	T,Th,Sa
"	EVV CS	51	39	15	T,Th,Sa
"	FWA CS	53	41	15	T,Th,Sa
"	GRW CS	50	38	15	T,Th,Sa
"	HOT CS	52	40	15	T,Th,Sa
"	HOU CS	51	39	15	T,Th,Sa
"	IND CS	52	40	15	T,Th,Sa
"	JAN CS	50	38	15	T,Th,Sa
"	LIT CS	52	40	15	T,Th,Sa
"	MEM CS	50	38	15	T,Th,Sa
"	MSY CS	49	37	15	T,Th,Sa
"	PUK CS	51	39	15	T,Th,Sa
"	PIA CS	53	41	15	T,Th,Sa
"	STL CS	52	40	15	T,Th,Sa
"	SHV CS	52	40	15	T,Th,Sa
"	HUF CS	53	41	15	T,Th,Sa
"	TOL CS	53	41	15	T,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aruba, N.W.I.	MIA K	41	29	15	Su,T,Th,Sa
Asmara, Ethiopia	LGA AO*	2 08	1 56	15	Dly
"	BOS AO*	2 05	1 54	15	Tu,Sa
"	LGA BO	1 98	1 55	20	Dly except W
Asuncion, Paraguay	LGA P	1 77		15	Dly
"	MIA P	1 53		15	Dly
"	MSY P	1 75		15	Dly
"	HOU C	1 94		15	
"	BRO P	1 86		15	Dly
"	CRP P	1 89		15	Dly
"	NLD P	1 89		15	
"	LAX P	2 19		15	Dly
"	EWR TC	1 70	1 50		Frequently
Athens, Greece	LGA AO*	1 70	1 33	15	T,F,Sa
"	BOS AO*	1 69	1 31	15	F
"	IDL SA	1 57	1 11	20	Su
"	LGA SI	1 70	1 35	25	Frequently
"	LGA TR	1 20	90	15	
"	HFD TR	1 29	90	15	
"	IDL SW	1 28	1 03	20	
"	LGA C*	1 55	1 11	30	
"	DCA C*	1 55	1 11	30	
"	LGA BO	1 57	1 11	20	Su,T,Th
"	IDL AF	1 57	1 11	20	Weekly
"	BOS AF	1 54	1 09	20	
"	IDL K	1 57	1 11	15	W
"	IDL SS	1 57	1 11	20	W,F
"	LGA TW	1 57	1 11	20	Dly
"	DCA TW	1 59	1 14	20	M,Sa
"	CHI TW	1 63	1 18	20	Sa
"	PHL TW	1 58	1 13	20	M,Sa
"	BOS TW	1 54	1 09	20	W,F
"	YIP TW	1 61	1 16	20	Sa
"	EWR TC	1 00	85	25	
"	IDL S	1 57	1 11		Th
Auckland, N. Z.	LAX P	2 06	1 55	15	M
"	SFO P	2 06	1 55	15	M
"	PDX P	2 06	1 55	15	
"	SEC P	2 06	1 55	15	
"	BOS AO*	3 80	3 27	15	Tu,Sa
"	LGA AO*	3 83	3 29	15	Dly
"	LGA BO	3 73	2 80	20	Su,T,Th
"	SFO BO*	2 06	1 55	15	
"	SFO BC	2 06	1 55		Alternate F
"	HJR BC	1 39	1 04		Alternate Sa
"	VR BC	2 17	1 63		Alternate F
Augusta, Italy	LGA AO*	1 45	1 15	15	Dly
"	BOS AO*	1 42	1 13	15	Tu,Sa
"	LGA BO	1 37	97	15	Dly except W
Bacolod, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Baghdad, Iraq	LGA AO*	1 94	1 46	15	Dly
"	BOS AO*	1 91	1 44	15	Tu,Sa
"	LGA SI	2 36	1 60	25	Frequently
"	LGA C*	1 74	1 30	30	
"	DCA C*	1 74	1 30	30	
"	IDL AF	1 76	1 30	20	Weekly
"	BOS AF	1 73	1 29	20	
"	IDL SS	1 76	1 32	20	W,F
"	EWR TC	1 58	1 25		Frequently
"	IDL S*	1 76	1 32		Th
Baguio, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Bahia, Brazil (See also Salvador)					
Bahrein, Arabia	LGA AO*	2 07	1 55	15	Dly
"	BOS AO*	2 04	1 53	15	Tu,Sa
"	LGA SI	2 40	1 65	25	Frequently
"	LGA C*	2 00	1 50	30	
"	DCA C*	2 00	1 50	30	
"	LGA BO	1 91	1 43	20	
Balboa, Canal Zone	MIA P	50	39	15	Dly
"	MSY P	67	57	15	Dly
"	HOU P	50	39	15	Dly except W
"	BRO P	50	39	15	Dly
"	NLD P	66	47	15	
"	CRP P	50	39	15	Dly
"	LAX P	83	63	15	Dly
"	MIA SI	38	28	10	Frequently
"	LGA SI	47	37	10	Frequently
"	HOU B	50	39	10	Su,T,Th
"	CHI B	53	42	20	Su,T,Th
"	CRP B	50	39	10	Su,T,Th
"	DAL B	51	40	10	Su,T,Th
"	YIP B	51	41	20	Su,T,Th
"	MSY B	47	37	15	Su,T,Th
Baler, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Baliwag, Bulacan, Philippines	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	2 79	1 26	15	W,Sa
"	LGA PH	2 73	2 05	15	W,F
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bangkok, Siam	LGA C*	2 44	1 83	30	
"	DCA C*	2 44	1 83	30	
"	LGA P	2 46	2 20	15	W,Sa
"	PDX P	2 89	2 17	15	
"	SEC P	2 89	2 17	15	
"	LAX P	2 89	2 17	15	M,T,W,F,Sa
"	BOS P	2 43	2 18	15	
"	SFO P	2 89	2 17	15	M,T,W,F,Sa
"	LGA AO*	2 04	1 53	15	Dly
"	BOS AO*	2 58	1 93	15	Tu,Sa
"	IDL AF	2 54	2 20	20	
"	BOS AF	2 51	2 18	20	
"	LGA SI	2 60	2 22	25	Frequently
"	LGA TR	2 34	2 00	25	
"	HFD TR	2 34	2 00	25	
"	OAK TR	2 21	1 92	20	
"	LGA BO	2 46	2 20	20	Su,T,Th
"	IDL K	2 46	2 20	15	Dly except Su
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
"	EWR TC	2 30	1 90	25	
Bangui, Belg. Congo	IDL AF	2 05	1 54	20	Weekly
"	BOS AF	2 02	1 52	20	
Baracoa, Cuba	MIA P	22	16	15	Dly
Barcelona, Spain	LGA AO*	1 34	1 05	15	Dly
"	BOS AO*	1 33	1 03	15	T,Sa
"	IDL AF	1 30	98	20	Twice Wkly
"	BOS AF	1 27	95	20	Twice Wkly
"	IDL SA	1 41	1 06		Su
"	LGA P	1 30	98	15	
"	BOS P	1 27	95	15	
Barcelona, Venezuela	LGA P	66	54	15	Dly
"	MIA P	53	38	15	Dly
"	MSY P	93	63	15	Dly
"	HOU P	1 02	68	15	Dly
"	BRO P	94	64	15	Dly
"	NLD P	1 15		15	
"	CRP P	97	65	15	Dly
"	LAX P	1 36		15	Dly
"	MIA K	53	38	15	T,Sa
"	LGA C*	75	52	30	
"	DCA C*	75	52	30	
Barranca, Bermeja, Col.	MIA P	60	41	15	Dly
"	MSY P	1 12		15	Dly
"	HOU P	1 28		15	Dly
"	BRO P	1 20		15	Dly
"	CRP P	1 23		15	Dly
"	NLD P	1 23		15	
"	LAX P	1 49		15	Dly
Barranquilla, Colombia	MIA P	36	26	15	Dly
"	MSY P	74	52	15	Dly
"	HOU P	84	58	15	Dly
"	BRO P	75	53	15	Dly
"	CRP P	78	55	15	Dly
"	NLD P	98		15	
"	LAX P	1 22		15	Dly
"	LGA SI	44	37	10	Frequently
"	MIA SI	35	25	10	Frequently
"	MIA K	53	38	15	T,F
Basco, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Basle, Switzerland	LGA AO*	1 30	98	15	T,F,Sa
"	BOS AO*	1 29	96	15	F
"	LGA TR	92	80	12½	
"	HFD TR	92	80	12½	
"	IDL SW	1 20	92	30	
"	LGA C*	1 20	92	30	
"	DCA C*	1 20	92	30	
"	IDL AF	1 19	88	20	Six Weekly
"	BOS AF	1 16	86	20	
"	IDL S	1 19	88		Th
"	IDL K	1 19	88	15	T,F
"	EWR TC	1 05	75		Frequently
Basrah, Iraq	IDL K	1 85	1 32	15	Dly except Su
"	LGA AO*	1 73	1 30	15	Dly
"	BOS AO*	1 70	1 28	15	T,Sa
"	LGA SI	2 40	1 65	25	Frequently
"	LGA C*	1 83	1 30	30	
"	DCA C*	1 83	1 30	30	
"	LGA BO	1 85	1 32	20	Su,T,Th
"	IDL AF	1 85	1 32	20	Su,T,Th,F,Sa
"	BOS AF	1 82	1 30	20	Su,T,Th,F,Sa
"	LGA TW	1 85	1 32	20	Su,T,F
"	EWR TC	1 70	1 20		Frequently
Bastia, Corsica	IDL AF	1 29	97	20	Six Weekly
"	BOS AF	1 26	95	20	
"	LGA AO*	1 32	1 04	15	Dly
"	BOS AO*	1 29	1 02	15	T,Sa
Batavia, Java	LGA AO*	2 93	2 18	15	Dly
"	LGA BO	2 68	2 36	20	
"	LGA SI	2 95	2 36	25	Frequently
"	IDL K	2 68	2 36	15	Dly except Su
"	LAX P	1 67		15	Dly
Bauru, Brazil	MIA P	1 46		15	Dly
"	MSY P	1 80		15	Dly
"	HOU P	1 79		15	Dly
"	BRO P	1 71		15	Dly
"	CRP P	1 74		15	Dly
"	NLD P	1 73		15	
"	LAX P	2 05		15	Dly
Bayamo, Cuba	MIA P	17	13	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Beirut, Lebanon	LGA AO*	1 73	1 30	15	Dly
"	BOS AO*	1 70	1 28	15	T,Sa
"	LGA SI	2 25	1 50	25	Frequently
"	IDL AF	1 62	1 12	20	
"	BOS AF	1 59	1 10	20	
"	EWR TC	1 55	1 10		Frequently
"	IDL S*	1 62	1 12		Th
"	IDL SS	1 62	1 12		W,F
Belem, Brazil	LGA P	94	68	15	Dly
"	MIA P	89	61	15	Dly
"	MSY P	1 28	81	15	Dly
"	HOU P	1 38	85	15	Dly
"	BRO P	1 30	81	15	Dly
"	CRP P	1 33	83	15	Dly
"	NLD P	1 35		15	
"	LAX P	1 56		15	Dly
"	MIA SI	88	60	20	Frequently
"	LGA SI	99	68	20	Frequently
"	EWR TC	88	62		Frequently
Belfast, N. Ireland	LGA AO*	1 16	80	15	Dly
"	BOS AO*	1 13	87	15	T,Sa
"	LGA BO	1 02	76	20	
Belgrade, Yugoslavia	LGA AO*	1 52	1 18	15	T,F,Sa
"	BOS AO*	1 51	1 16	15	F
"	IDL AF	1 54	1 16	20	
"	BOS AF	1 51	1 13	20	
"	IDL S*	1 51	1 09		Th
Belize, Br. Hond.	MSY TA	39	29		M,W,F
"	MEX TA	39	30		T,Th,Sa
Bello-Horizonte, Brazil	LGA P	1 64		15	Dly
"	MIA P	1 44		15	Dly
"	MSY P	1 56		15	Dly
"	HOU P	1 77		15	Dly
"	BRO P	1 69		15	Dly
"	CRP P	1 72		15	Dly
"	NLD P	1 72		15	
"	LAX P	1 99		15	Dly
Bergen, Norway	LGA AO*	1 20	94	15	T,F
"	IDL SS	1 28	88	20	T,Sa
Berlin, Germany	LGA AO	1 29	92	15	Dly except Th
"	BOS AO	1 26	90	15	F
"	LGA TR	1 00	85	12½	
"	HFD TR	1 00	85	12½	
"	LGA BO	1 29	92	20	Su,T,Th
"	IDL AF	1 29	92	20	
"	BOS AF	1 26	90	20	
Bermuda	LGA BO	25	15	10	Su,M,T,Sa
"	EWR TC	25	15		Frequently
"	LGA C	25	15	10	Dly
"	DCA C	25	15	10	Twice Wkly
Bigan, Bulacan, Phil	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	1 79	1 26	15	W,Sa
"	LGA PH	2 73	2 05	15	W,F
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
Bilwaskarma, Nic					
Bluefields, Nicaragua	MSY TA	55	42		M,W,F
"	MEX TA	43	33		T,Th,Sa
Bocave, Bulacan, Phil	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	1 79	1 26	15	W,Sa
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
Bogota, Colombia	MIA P	62	42	15	Dly
"	MSY P	1 08		15	Dly
"	HOU P	1 19		15	Dly
"	BRO P	1 11		15	Dly
"	NLD P	1 13		15	
"	CRP P	14		15	Dly
"	LAX P	1 38		15	Dly
"	MIA SI	61	31	10	Frequently
"	LGA SI	70	48	10	Frequently
Bombay, India	LGA AO*	2 38	1 78	15	Dly
"	BOS AO*	2 35	1 76	15	T,Sa
"	LGA SI	2 45	1 85	25	Frequently
"	LGA TR	2 22	1 42	20	
"	HFD TR	2 22	1 42	20	
"	LGA C*	2 21	1 65	30	
"	DCA C*	2 21	1 65	30	
"	LGA BO	2 23	1 67	20	Su,T,Th
"	LGA TW	2 23	1 67	20	Su,T,Th
"	IDL K*	2 23	1 67	20	Dly except Su
"	EWR TC	2 00	1 40	25	
Bonaire, N.W.I.	MIA K	44	32		Su,T,Th,Sa
Bonanza, Nicaragua	MSY TA	56	43	10	M,W,F
"	MEX TA	44	34		T,Th,Sa
Bone, Algeria	LGA AO*	1 42	1 12	15	Dly
"	BOS AO*	1 39	1 10	15	T,Sa
"	IDL AF	1 38	1 04	20	Dly
"	BOS AF	1 35	1 01	20	
Bordeaux, France	LGA AO*	1 21	94	15	Dly
"	BOS AO*	1 18	92	15	T,Sa
"	LGA BO	1 21	86	20	Su,T,Th
Bowen, Australia	LGA BO	3 24	2 43	20	Su,M,Th
Bratislava, Czecho	LGA AO*	1 40	1 08	15	T,F,Sa
"	BOS AO*	1 39	1 06	15	F
"	IDL S*	1 38	99		Th
Brazzaville, Fr. Eq. Af.	IDL AF	2 25	1 69	20	Wkly
"	BOS AO*	2 35	1 73	15	F
"	LGA AO*	2 36	1 75	15	T,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Brno (Brun), Czecho	LGA AO*	1 37	1 05	.15	T,F,Sa
"	IDL S*	1 35	97		Th
"	BOS AO	1 36	1 03	.15	F
Brussels, Belgium	LGA P	1 12	82	15	Dly
"	BOS P	1 09	80	.15	Dly
"	LGA AO*	1 12	86	.15	T,F,Sa
"	BOS AO*	1 09	84	.15	T,Sa
"	LGA SI	1 13	73	.25	Frequently
"	LGA S	1 12	82		Th
"	LGA TR	80	65	12½	
"	HFD TR	80	65	12½	
"	IDL SW	92	73	.20	
"	LGA C*	1 10	82	.30	
"	DCA C*	1 10	82	.30	
"	LGA BO	1 12	82	.20	Su,T,Th
"	IDL SS	1 48	1 01	.20	W,F
"	IDL AF	1 12	82	.20	Dly
"	BOS AF	1 09	80	.20	Dly
"	IDL K	1 15	83	.15	Dly except Su
"	EWR TC	73	65	.25	
Bucaramanga, Colombia	MIA P	.60	.41	.15	Su,W,F
"	MSY P	1 12		.15	Su,M,Th,F
"	HOU P	1 28		.15	Su,M,Th,F
"	BRO P	1 20		.15	Su,M,Th,F
"	CRP P	1 23		.15	Su,M,Th,F
Bucaramanga (cont'd)	NLD P	1 23		.15	
"	LAX P	1 48		.15	Su,M,Th,Sa
Bucharest, Rumania	LGA AO*	1 60	1 25	.15	T,F,Sa
"	BOS AO*	1 59	1 23	.15	F
"	IDL AF	1 60	1 20	.20	
"	BOS AF	1 57	1 18	.20	
"	IDL S*	1 58	1 14		Th
Budapest, Hungary	LGA AO*	1 45	1 11	.15	T,F,Sa
"	BOS AO*	1 44	1 09	.15	F
"	IDL AF	1 45	1 09	.20	
"	BOS AF	1 42	1 07	.20	
"	IDL S*	1 42	1 02		Th
Buenaventura, Col.	MIA P	.68	.46	.15	T,Th
"	MYS P	1 19		.15	F
"	HOU P	1 28		.15	F
"	BRO P	1 20		.15	F
"	CRP P	1 23		.15	F
"	NLD P	1 26		.15	
"	LAX P	1 52		.15	Th
Buenos Aires, Argentina	LGA P	1 64	.94	.15	Twice Dly
"	MIA P	1 56	.90	.15	Twice Dly
"	MSY P	1 54	1 16	.15	Dly
"	HOU P	1 58	1 19	.15	Dly
"	BRO P	1 54	1 16	.15	Dly
"	CRP P	1 56	1 17	.15	Dly
"	NLD P	1 68		.15	
"	LAX P	1 79	1 34	.15	Dly
"	LGA SI	1 54	.93	.20	Frequently
"	MIA SI	1 45	.89	.20	Frequently
"	EWR TC	1 70	1 30		Frequently
Bujacan, Bulacan, Phil	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	1 79	1 26	.15	W,Sa
"	LGA PH	2 73	2 05	.15	W,F
"	LAX W*	2 50	1 80	.20	
"	PDX W*	2 50	1 80	.20	
"	SEC W*	2 50	1 80	.20	
Bulawayo, S. Rhodesia	IDL S	2 66	2 01		Th
"	BOS AO*	2 46	2 06	.15	T,Sa
"	LGA AO*	2 49	2 08	.15	Dly
Buston, Bulacan, Phil	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	1 79	1 26	.15	W,Sa
"	LGA PH	2 73	2 05	.15	W,F
"	LAX W*	2 50	1 80	.20	
"	PDX W*	2 50	1 80	.20	
"	SEC W*	2 50	1 88	.20	
Cagayan, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Caibarien, Cuba	MIA P	.15	.11	.15	Dly
Cainta, Rizal, Phil	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	1 79	1 26	.15	W,Sa
"	LGA PH	2 73	2 05	.15	W,F
"	LAX W*	2 50	1 80	.20	
Cairo, Egypt	LGA AO*	1 73	1 30	.15	T,F,Sa
"	BOS AO*	1 70	1 28	.15	T,Sa
"	LGA SI	1 83	1 35	.25	Frequently
"	IDL S	1 62	1 12		Th
"	LGA TR	1 42	1 30	.15	
"	HFD TR	1 42	1 30	.15	
"	IDL SW	1 46	1 16	.20	
"	LGA C*	1 60	1 10	.30	
"	DCA C*	1 60	1 10	.30	
"	LGA BO	1 62	1 12	.20	Su,T,Th
"	IDL AF	1 62	1 12	.20	Twice Weekly
"	BOS AF	1 59	1 10	.20	
"	IDL K	1 62	1 12	.15	Dly except Su
"	LGA TW	1 62	1 12	.20	Dly
"	DCA TW	1 64	1 15	.20	M,Sa
"	BOS TW	1 59	1 10	.20	W,F
"	PHL TW	1 63	1 14	.20	M,Sa
"	CHI TW	1 68	1 19	.20	Sa
"	YIP TW	1 66	1 17	.20	Sa
"	EWR TC	1 37	1 00		Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Calapan, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
"	EWR TC	1 37	1 00	.25	
Calcutta, India	LGA P	2 31	1 98	.15	T
"	BOS P	2 28	1 95	.15	T
"	PDX P	3 25	2 44	.15	
"	SEC P	3 25	2 44	.15	
"	SFO P	3 25	2 44	.15	T,F
"	LAX P	3 25	2 44	.15	T,F
"	IDL K	2 31	1 98	.15	Dly except Su
"	LGA BO	2 31	1 98	.20	Su,T,Th
"	LGA C*	2 29	1 71	.30	
"	DCA C*	2 29	1 71	.30	
"	IDL AF	2 31	1 98	.20	Twice Wkly
"	BOS AF	2 28	1 95	.15	Twice Wkly
"	LGA AO*	2 52	1 89	.15	Dly
"	BOS AO*	2 49	1 87	.15	T,Sa
"	LGA SI	2 45	1 95	.25	Frequently
"	LGA TR	2 20	1 78	.25	
"	HFD TR	2 20	1 78	.25	
"	OAK TR	2 64	2 12	.20	
"	LAX W*	3 27	2 35	.20	
"	PDX W*	3 27	2 35	.20	
"	SEC W*	3 27	2 35	.20	
"	EWR TC	2 10	1 80	.25	
Calgary, Alb., Canada	LGA T*	8 50	31		Dly
Cali, Colombia	MIA P	61	46	.15	Dly
"	MSY P	69	54	.15	Dly
"	HOU P	72	56	.15	Dly
"	BRO P	72	56	.15	Dly
"	CRP P	72	56	.15	Dly
"	NLD P	99		.15	
"	LAX P	1 05	80	.15	Dly
"	LGA SI	69	55	.10	Frequently
"	MIA SI	61	46	.10	Frequently
Camaguey, Cuba	MIA P	12	09	.15	Dly
Campeche, Mexico	MIA P	.39		.15	Dly
"	MSY P	.35		.15	Dly
"	HOU P	.37		.15	Dly
"	BRO P	.49		.15	Dly
"	CRP P	.52		.15	Dly
"	NLD P	1 63		.15	
"	LAX P	.99		.15	Dly
Campo Grande, Brazil	LGA P	1 75		.15	T,F,Sa
"	MIA P	1 48		.15	Su,W,Sa
"	MSY P	1 61		.15	M,Th,F
"	HOU P	1 68		.15	M,Th,F
"	BRO P	1 60		.15	M,Th,F
"	CRP P	1 63		.15	M,Th,F
"	NLD P	1 63		.15	
"	LAX P	2 15		.15	Su,W,Th
Cannanvieras, Brazil	LGA P	1 62		.15	Th,Sa
"	MIA P	1 33		.15	Sa
"	MSY P	1 56		.15	Th
"	HOU P	1 77		.15	Th
"	BRO P	1 69		.15	Th
"	CRP P	1 72		.15	Th
"	NLD P	1 72		.15	
"	LAX P	1 99		.15	Sa
Cannes, France	LGA AO*	1 27	.99	.15	Dly
"	BOS AO*	3 23	2 40	.15	T,Sa
"	IDL AF	1 23	.89	.20	Dly
"	BOS AF	1 20	.87	.20	Dly
Canton Island	LAX P	1 36	1 02	.15	Sa,W,F
"	SFO P	1 36	1 02	.15	Su,W,F
"	PDX P	1 36	1 02	.15	
"	SEC P	1 36	1 02	.15	
"	CHI NW*	2 66	2 00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2 01	.15	Four Wkly
"	LAX NW*	2 50	1 88	.15	Four Wkly
"	MKE NW*	2 66	2 00	.15	Four Wkly
"	MPS NW*	2 64	1 98	.15	Four Wkly
"	LGA NW*	2 73	2 05	.15	Four Wkly
"	PDX NW*	2 50	1 88	.15	Four Wkly
"	PIT NW*	2 70	2 03	.15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW*	2 50	1 88	.15	Four Wkly
"	DCA NW*	2 73	2 05	.15	Four Wkly
"	YR BC	1 47	1 10		Su,Alt F,Alt Sa
Capetown, U. of S. At.	LGA AO*	3 24	2 42	.15	T,F,Sa
"	BOS AO*	1 24	.97	.15	F
"	IDL S*	3 05	2 30		Th
Capiz, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Caracas, Venezuela	*See La Guaira*				
Caravellas, Brazil	LGA P	1 64		.15	Su,T,W,F,Sa
"	MIA P	1 36		.15	Su,T,W,F,Sa
"	MSY P	1 59		.15	Su,M,W,Th,F
"	HOU P	1 81		.15	Su,T,Th
"	BRO P	1 73		.15	Su,M,W,Th,F
"	CRP P	1 76		.15	Su,T,Th
"	NLD P	1 76		.15	
"	LAX P	2 03		.15	Su,T,W,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cartagena, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95		.15	Dly
"	HOU P	1 13		.15	Dly
"	BRO P	1 05		.15	Dly
"	CRP P	1 08		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 32		.15	Dly
"	LGA C*	.55	.40	.30	
"	DCA C*	.55	.40	.30	
Cartago, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1 03		.15	Dly
"	HOU P	1 14		.15	Dly
"	BRO P	1 06		.15	Dly
"	CRP P	1 09		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 33		.15	Dly
Casablanca, Fr. Morocco	BOS AF	1 52	1 14	.20	
"	LGA AO*	1 59	1 30	.15	Dly
"	BOS AO*	1 56	1 28	.15	T,Sa
"	IDL AF	1 55	1 16	.20	Dly
"	IDL S*	1 55	1 16		Th
Castel Benito, Libya	LGA AO*	1 52	1 14	.15	Dly
"	BOS AO*	1 49	1 12	.15	T,Sa
Catacamas, Honduras					
Catania, Italy	LGA AO*	1 55	1 21	.15	T,F,Sa
"	BOS AO*	1 54	1 19	.15	F
Cayenne, Fr. Guiana	LGA P	.83	.62	.15	Dly
"	MIA P	.78	.55	.15	Dly
"	MSY P	1 18	.76	.15	Dly
"	HOU P	1 28	.81	.15	Dly
"	BRO P	1 20	.77	.15	Dly
"	CRP P	1 23	.79	.15	Dly
"	NLD P	1 26		.15	
"	LAX P	1 51		.15	Dly
Cayo Mambi, Cuba	MIA P	.22	.16	.15	Dly
Cebu, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Chetumal, Mexico	MIA P	.45		.15	M,W,F
"	MSY P	.43		.15	M,W,F
"	HOU P	.63		.15	Su,T,Th
"	BRO P	.55		.15	Su,T,Th
"	CRP P	.58		.15	Su,T,Th
"	LAX P	.93		.15	M,W,Sa
Chiclayo, Peru	MIA P	.90	.67	.15	Dly
"	MSY P	.98	.73	.15	Dly
"	HOU P	1 01	.77	.15	Dly
"	BRO P	1 01	.77	.15	Dly
"	CRP P	1 01	.77	.15	Dly
"	NLD P	1 19		.15	
"	LAX P	1 34	1 01	.15	Dly
Christiansand, Norway	LGA AO*	1 32	1 00	.15	T,F,Sa
"	BOS AO*	1 31	.98	.15	F
"	IDL K	1 19	.85	.15	Dly ex. Sa,Su
Chungking, China	CHI NW*	2 91	2 25	.15	Four Wkly
"	CLE NW*	2 94	2 27	.15	Four Wkly
"	YIP NW*	2 93	2 26	.15	Four Wkly
"	LAX NW*	2 78	2 13	.15	Four Wkly
"	MKE NW*	2 91	2 25	.15	Four Wkly
"	MPS NW*	2 89	2 23	.15	Four Wkly
"	LGA NW*	2 98	2 30	.15	Four Wkly
"	SFO NW*	2 78	2 13	.15	Four Wkly
"	PIT NW*	2 95	2 28	.15	Four Wkly
"	PDX NW*	2 75	2 13	.15	Four Wkly
"	SEC NW*	2 75	2 13	.15	Four Wkly
"	DCA NW*	2 96	2 28	.15	Four Wkly
Cienaga, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95		.15	Dly
"	HOU P	1 13		.15	Dly
"	BRO P	1 05		.15	Dly
"	CRP P	1 08		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 32		.15	Dly
Cienfuegos, Cuba	MIA P	.13	.10	.15	Dly
C. del Carmen, Mexico	MIA P	.43		.15	Dly
"	MSY P	.41		.15	Dly
"	HOU P	.52		.15	Dly
"	BRO P	.44		.15	Dly
"	CRP P	.47		.15	Dly
"	LAX P	.85		.15	Dly
Ciudad Trujillo, D. R.	LGA P	.44	.30	.15	Dly
"	MIA P	.17	.15	.15	Dly
"	MIA K	.31	.23	.15	Th
"	EWR TC	.45	.35		Frequently
Ciudad Victoria, Mexico	HOU P	.28		.10	Dly
"	BRO P	.20		.10	Dly
"	CRP P	.23		.10	Dly
"	DAL B	.30		.10	Dly
"	FTW B	.30		.10	Dly
"	SAT B	.23		.10	Dly
"	LRD B	.16		.10	Dly
Cochabamba, Bolivia	MIA P	1 19	.89	.15	M,W,Sa
"	MSY P	1 35	1 01	.15	Su,T,F
"	HOU P	1 41	1 05	.15	Su,T,F
"	BRO P	1 36	1 02	.15	Su,T,F
"	CRP P	1 38	1 04	.15	Su,T,F
"	NLD P	1 36		.15	
"	LAX P	1 51	1 13	.15	M,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Colombia, Any Destination other than those named herein	MIA P	72	.49	.15	Dly
"	MSY P	1 18	...	.15	Dly
"	HOU P	1 28	...	.15	Dly
"	BRO P	1 20	...	.15	Dly
"	CRP P	1 23	...	.15	Dly
"	NLD P	1 22	...	.15	.....
"	LAX P	1 49	...	.15	Dly
Colombo, Ceylon	LGA AO*	2 51	1 88	.15	Dly
"	BOS AO*	2 48	1 86	.15	T,Sa
"	LGA BO	2 39	1 79	.20	Su,T,Th
Concepcion, Bolivia	MIA P	1 27	98	.15	Ss.
"	MSY P	1 41	1 06	.15	F
"	HOU P	1 45	1 09	.15	F
"	BRO P	1 41	1 06	.15	F
"	CRP P	1 43	1 07	.15	F
"	NLD P	1 48	...	.15	.....
"	LAX P	1 55	1 16	.15	F
Copenhagen, Denmark	LGA AO	1 23	86	.15	Su,T
"	LGA SI	1 40	90	.25	Frequently
"	IDL S	1 23	86	...	Th
"	LGA TR	1 00	75	.12½	.....
"	HFD TR	1 00	75	.12½	.....
"	LGA C*	1 20	86	.30	.....
"	DCA C*	1 20	86	.30	.....
"	IGA BO	1 23	86	.20	Su,T,Th
"	IDL SS	1 23	86	.20	W,F
"	IDL AF	1 23	86	.20	Dly
"	BOS AF	1 20	83	.20	Dly
"	IDL K	1 23	86	.15	Dly except Su
"	EWR TC	90	.75	.25	.....
Cordoba, Argentina	MIA P	1 37	89	.15	Dly
"	MSY P	1 48	1 11	.15	Dly
"	HOU P	1 52	1 14	.15	Dly
"	BRO P	1 49	1 12	.15	Dly
"	CRP P	1 50	1 13	.15	Dly
"	NLD P	1 58	...	.15	.....
"	LAX P	1 65	1 24	.15	Dly
Cordova, Alaska	SEC P	60	22	.15	Dly
Coro, Venezuela	LGA C*	68	50	.30	.....
"	DCA C*	68	50	.30	.....
"	LGA P	70	57	.15	Dly
"	MIA P	48	35	.15	Dly
"	MSY P	84	58	.15	Dly
"	HOU P	93	63	.15	Dly
"	BRO P	85	59	.15	Dly
"	CRP P	88	60	.15	Dly
"	NLD P	1 06	...	.15	.....
"	LAX P	1 30	...	.15	Dly
Corumba, Brazil	MIA P	1 36	...	.15	Su,W
"	MSY P	1 48	...	.15	M,F
"	HOU P	1 58	...	.15	M,F
"	BRO P	1 50	...	.15	M,F
"	CRP P	1 53	...	.15	M,F
"	NLD P	1 81	...	.15	.....
"	LAX P	1 69	...	.15	Su,Th
Costermansville, Belgian Congo	IDL S	2 55	1 88	...	Th
Cotabato, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
Cristobal Canal Zone	MIA P	41	31	.15	Dly
"	MSY P	49	39	.15	Dly
"	HOU P	52	41	.15	Dly
"	BRO P	52	41	.15	Dly
"	CRP P	52	41	.15	Dly
"	NLD P	68	49	.15	.....
"	LAX P	85	65	.15	Dly
Cucuta, Colombia	MIA P	90	41	.50	Dly
"	MSY P	1 12	...	.15	Dly
"	HOU P	1 28	...	.15	Dly
"	BRO P	1 20	...	.15	Dly
"	CRP P	1 23	...	.15	Dly
"	NLD P	1 24	...	.15	.....
"	LAX P	1 49	...	.15	Dly
Cuenca, Ecuador	MIA P	78	.58	.15	Su,M,W,F
"	MSY P	86	66	.15	Su,T,Th,Sa
"	HOU P	89	68	.15	Su,T,Th,Sa
"	BRO P	89	68	.15	Su,T,Th,Sa
"	CRP P	89	68	.15	Su,T,Th,Sa
"	NLD P	1 12	...	.15	.....
"	LAX P	1 22	.92	.15	M,W,F,Sa
Curacao, N.W.I.	LGA P	59	.50	.15	Dly
"	MIA P	42	31	.15	Dly
"	MSY P	93	...	.15	Dly
"	HOU P	1 02	68	.15	Dly
"	BRO P	94	64	.15	Dly
"	CRP P	97	65	.15	Dly
"	NLD P	1 10	...	79	.....
"	LAX P	1 33	...	.15	Dly
"	MIA K	42	31	.15	Dly
"	EWR TC	65	50	...	Frequently
Curityba, Brazil	LGA P	1 68	...	.15	Su,T,W
"	MIA P	1 46	...	.15	Su,T,W
"	MSY P	1 60	...	.15	Dly except T
"	HOU P	1 83	...	.15	Dly except T
"	BRO P	1 75	...	.15	Dly
"	CRP P	1 78	...	.15	Dly
"	NLD P	1 79	...	.15	.....
"	LAX P	2 06	...	.15	Dly except T

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Daet, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
Dakar, Senegal, F. W. Africa	LGA P	1 68	1 21	.15	M,Th
"	BOS P	1 65	1 19	.15	M,Th
"	LGA AO*	2 18	1 63	.15	Dly
"	BOS AO*	2 15	1 61	.15	T,Sa
"	IDL AF	1 68	1 21	.20	Thrice Weekly
"	BOS AF	1 65	1 19	.20	.....
Damascus, Syria	LGA P	1 62	1 12	.15	T,Sa
"	BOS P	1 59	1 10	.15	T,Sa
"	LGA AO*	1 73	1 30	.30	Dly
"	BOS AO*	1 70	1 28	.15	T,Sa
"	IDL SW	1 43	1 10	.20	.....
"	IDL AF	1 62	1 12	.20	.....
"	BOS AF	1 59	1 10	.20	.....
"	LGA BO	1 62	1 12	.30	.....
"	EWR TC	1 50	1 10	...	Frequently
Dansalan, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
Dar-es-Salaam, Tanganyika	LGA AO*	2 39	1 79	.15	Dly
"	BOS AO*	2 36	1 77	.15	T,Sa
"	LGA BO	2 37	1 77	.20	Su,T,Th
"	IDL AF	3 19	2 39	.20	Su,T,F
"	BOS AF	3 16	2 37	.20	.....
Darwin, Australia	LGA BO	3 03	2 38	.20	M,Th,F,Sa
Davao, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
David, Panama	MIA P	45	33	.15	Dly
"	MSY P	47	37	.15	Dly
"	HOU P	50	39	.15	Dly
"	BRO P	50	39	.15	Dly
"	CRP P	50	39	.15	Dly
"	NLD P	61	44	.15	.....
"	LAX P	77	59	.15	Dly
Deauville, France	IDL S	1 22	88	...	Th
Del Monte, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
Delhi, India	LGA AO*	2 39	1 79	.15	Dly
"	BOS AO*	2 36	1 77	.15	T,Sa
"	LGA C*	2 18	1 81	.30	.....
"	DCA C*	2 18	1 81	.30	.....
"	LGA BO	2 20	1 83	.20	Su,T,Th
"	LGA P	2 20	1 83	.15	.....
"	BOS P	2 17	1 80	.15	.....
"	LAX P	3 45	2 59	.15	.....
"	SFO P	3 45	2 59	.15	.....
"	PDX P	3 45	2 59	.15	.....
"	SEC P	3 45	2 59	.15	.....
"	IDL K	2 20	1 83	.15	Th
Dharhan, Saudi Arabia	LGA SI	2 40	1 65	.25	Frequently
"	LGA TR	2 22	1 42	.15	.....
"	HFD TR	2 22	1 42	.15	.....
"	LGA C*	1 89	1 41	.30	.....
"	DCA C*	1 89	1 41	.30	.....
"	LGA AO*	2 09	1 55	.35	Dly
"	DCA AO*	2 11	1 58	.35	F
"	BOS AO*	2 06	1 53	.35	M,T,Sa
"	LGA TW	1 91	1 43	.20	Su,T,F
"	LAX W*	3 80	2 78	...	.....
"	PDX W*	3 80	2 78	...	.....
"	SEC W*	3 80	2 78	...	.....
"	IDL S*	1 91	1 43	...	Th
Dipolog, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
Douala, Fr. W. Africa	IDL AF	2 52	1 89	.20	Weekly
"	BOS AF	2 49	1 87	.20	.....
Dublin, Eire	LGA AO*	96	72	.15	Dly
"	BOS AO*	93	70	.15	M,T,Sa
"	LGA TR	73	63	.10	.....
"	HFD TR	73	63	.10	.....
"	IDL AF	1 28	96	.20	.....
"	BOS AF	1 25	93	.20	.....
"	IDL K	1 34	1 00	.15	Th,Sa
Dumaguete, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W	2 60	1 90	.20	.....
"	PDX W*	2 60	1 90	.20	.....
"	SEC W*	2 60	1 90	.20	.....
East London, U. of So. Africa					

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Edmonton, Alberta, Canada	LGA T*	8 50	.31	10	Dly
Eindhoven, Netherlands	LGA AO*	1 17	.86	15	T,F,Sa
"	BOS AO*	1 16	.86	15	F
Elisabethville, Belgian Congo	LGA AO*	2 48	1 86	.15	Dly
"	BOS AO*	2 45	1 84	.15	T,Sa
"	IDL S	2 44	1 82	...	Th
Enschede, Netherlands	LGA AO*	1 17	.86	15	T,F,Sa
"	BOS AO	1 16	.86	15	F
Esmeraldas, Ecuador	MIA P	78	.58	.10	Su,Th
"	MSY P	86	.66	.15	W,Sa
"	HOU P	89	.68	.15	W,Sa
"	BRO P	89	.68	.15	W,Sa
"	CRP P	89	.68	.15	W,Sa
"	NLD P	1 12	...	.15	.....
"	LAX P	1 22	.92	.15	T,F
Fairbanks, Alaska	SEC P	40	.15	.15	Dly
"	OAK TR	58	.35½	.15	.....
Florianopolis, Brazil	LGA P	1 70	...	.15	Su,W
"	MIA P	1 48	...	.15	W,F
"	MSY P	1 64	...	.15	M,W
"	HOU P	1 87	...	.15	M,W
"	BRO P	1 79	...	.15	M,W
"	CRP P	1 82	...	.15	M,W
"	NLD P	1 81	...	.15	.....
"	LAX P	2 08	...	.15	Su,Th
Fort de France, Martinique	IDL AF	3 05	2 29	.20	.....
Fort Trinquiet, Fr. W. Africa	BOS AF	3 02	2 27	.20	.....
Fort William, Ontario, Can.	LGA T*	4 30	14 20	.10	Dly
Fortaleza (Ceara), Brazil	LGA P	1 39	...	.15	Dly
"	MIA P	1 23	...	.15	Dly
"	MSY P	1 44	...	.15	Dly
"	HOU P	1 59	...	.15	Dly
"	BRO P	1 51	...	.15	Dly
"	CRP P	1 54	...	.15	Dly
"	NLD P	1 52	...	.15	.....
"	LAX P	1 72	...	.15	Dly
Frankfort-on-Main, Germany	LGA P	1 20	87	.15	Dly
"	BOS P	1 17	85	.15	Dly
"	LGA AO	1 20	87	.15	Dly
"	BOS AO	1 17	85	.15	M,F
"	LGA SI	1 35	80	.25	Frequently
"	LGA TR	92	77	.12½	.....
"	HFD TR	92	77	.12½	.....
"	IDL SW	97	78	.20	.....
"	LGA BO	1 20	87	.20	Su,T,Th
"	IDL SS	1 20	87	.20	T,W,F,Sa
Galena, Alaska	SEC P	57	32	.15	Dly
Gander, N. F.	LGA P	38	.29	.15	Dly
"	BOS P	35	.26	.15	Dly
"	LGA AO	38	.28	.15	Dly
"	BOS AO	35	.26	.15	M,Th,F
"	LGA SI	35	.35	.25	Frequently
"	IDL SS	38	.29	.15	T,W,F,Sa
"	IDL AF	38	.28	.20	Six Weekly
"	BOS AF	35	.26	.20	.....
"	IDL K	38	.29	.15	Dly except Su
"	LGA TW	38	.29	.10	Dly
"	DCA TW	40	.31	.10	M,Sa
"	PHL TW	39	.30	.10	M,Sa
"	BOS TW	35	.26	.10	M,W,F
"	YIP TW	42	.33	.10	Sa
"	CHI TW	44	.35	.10	Sa
"	BOS T*	4 41	.1465	.10	Dly
"	LGA BO	38	.29	.20	Su,T,Th
Gao, Fr. W Africa	IDL AF	2 18	1 64	.20	Th
"	BOS AF	2 15	1 62	.20	.....
Geneva, Switzerland	LGA AO*	1 33	1 01	.15	T,F,Sa
"	BOS AO*	1 32	.99	.15	F
"	LGA SI	1 35	.80	.25	Frequently
"	IDL S	1 19	.88	...	Th
"	LGA TR	.92	.77	.12½	.....
"	HFD TR	.92	.77	.12½	.....
"	IDL SW	.99	.79	.20	.....
"	LGA BO	1.19	.88	.20	Su,T,Th
"	LGA C*	1.17	.88	.30	.....
"	DCA C*	1.17	.88	.30	.....
"	IDL SS	1 20	.88	.20	T,W,F,Sa
"	IDL AF	1.19	.88	.20	Dly
"	BOS AF	1 16	.86	.20	Dly
"	IDL K	1.19	.88	.15	M,W,Th,Sa
"	LGA TW	1.19	.88	.20	Su,T,W,F,Sa
"	DCA TW	1 21	.91	.20	M,Sa
"	BOS TW	1 16	.86	.20	W
"	PHL TW	1 20	.90	.20	M,Sa
"	YIP TW	1 23	.93	.20	Sa
"	CHI TW	1 25	.95	.20	Sa
"	EWR TC	.90	.70	.25	.....
Georgetown, British Guiana	LGA P	.69	.55	.15	Dly
"	MIA P	.66	.47	.15	Dly
"	MSY P	1 08	.71	.15	Dly
"	HOU P	1 17	.76	.15	Dly
"	BRO P	1 09	.72	.15	Dly
"	NLD P	1 24	...	.15	.....
"	CRP P	1 13	.74	.15	Dly
"	LAX P	1 46	...	.15	Dly
"	MIA SI	.65	.46	.10	Frequently
"	LGA SI	.74	.55	.10	Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Gibraltar, Gibraltar	LGA AO*	1 46	1 15	15	Dly
"	BOS AO*	1 43	1 13	15	T,Sa
"	LGA BO	1 46	1 20	20	
Glasgow, Scotland	LGA AO	93	.70	15	F
"	LGA SI	1 10	.70	25	Frequently
"	LGA TR	.78	.68		
"	HFD TR	.78	.68	10	
"	LGA C*	.96	.96	30	
"	DCA C*	.96	.72	30	
"	LGA BO	.96	.72	20	Wu,T,Th
"	IDL SS	.96	.72	20	T,W,F,Sa
"	IDL AF	1 31	.98	20	
"	BOS AF	1 28	.96	20	
"	IDL K	.96	.72	15	Dly except Su
"	EWR TC	.90	.70		Frequently
Gothenburg Sweden	LGA AO*	1 28	.91	15	Su,T
"	IDL SS	1 28	.89	20	W,F
"	IDL K	1 23	.86	15	M,W,F
Groningen, Netherlands	LGA AO*	1 17	.86	15	T,F,Sa
	BOS AO*	1 16	.86	15	F
Guadalajara, Mex.	HOU P	.45		15	Dly
"	BRO P	.37		15	Dly
"	CRP P	.40		15	Dly
"	LAX P		.30	15	Dly
Guam	LAX P	2 00	1 50	15	Dly
"	SFO P	2 00	1 50	15	Dly
"	PDX P	2 00	1 50	15	..
"	SEC P	2 00	1 50	15	
"	OAK TR	1 60	1 17	07½	
Guantanamo, Cuba	MIA P	.20	.15	15	Twice Dly
Guatemala City, Guatemala	MIA P	.39	.29	15	Dly
"	MSY P	.36	.26	15	Twice Dly
"	HOU P	.45	.33	15	Dly
"	BRO P	.37	.28	15	Twice Dly
"	CRP P	.41	.30	15	Twice Dly
"	NLD P	.41	.30	15	
"	LAX P	.53	.42	15	Dly
"	MSY TA	.39	.29		M,W,F
"	MEX TA	.23	.17		T,Th,Sa
Guayaquil, Ecuador	MIA P	.76	.57	15	Dly
"	MSY P	.84	.65	15	Dly
"	HOU P	.87	.67	15	Dly
"	BRO P	.87	.67	15	Dly
"	CRP P	.87	.67	15	Dly
"	NLD P	1 10		15	
"	LAX P	1 20	.91	15	Dly
"	BRO B	.88	.68	20	Su,T,Th
"	CHI B	.90	.70	20	Su,T,Th
"	CRP B	.87	.67	20	Su,T,Th
"	DAL B	.88	.68	20	Su,T,Th
"	YIP B	.88	.69	20	Su,T,Th
"	FTW B	.88	.68	20	Su,T,Th
"	HOU B	.87	.67	20	Su,T,Th
"	IND B	.87	.68	20	Su,T,Th
"	LRD B	.88	.68	20	Su,T,Th
"	MSY B	.84	.65	15	Su,T,Th
"	SAT B	.87	.67	20	Su,T,Th
"	HAV B	.71	.53	10	Su,T,Th
"	MIA SI	.75	.55	10	Frequently
"	LGA SI	.84	.64	10	Frequently
Guiuan, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LGA PH	2 83	2 15	20	W,F
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Hagonoy, Philippines	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	1 79	1 26	15	W,Sa
"	LGA PH	2 73	2 05	15	W,F
"	LAX W*	2 50	1 80	20	.....
"	PDX W*	2 50	1 80	20	.....
"	SEC W*	2 50	1 80	20	.....
Haifa, Israel	IDL AF	1 69	1 10	20	Twice Wkly
"	EWR TC	1.75	1 25	...	Frequently
"	IDL S*	1 62	1 12	...	Th
Halifax, N. S.	BOS T*	2 64	.0755	10	Dly
Hamburg, Germany	LGA AO*	1 24	.92	.15	F
"	LGA SI	1 35	.93	.25	Frequently
"	IDL S	1 23	.89		Th
"	LGA TR	.94	.84	.12½	.....
"	HFD TR	.94	.84	.12½	.....
"	LGA C*	1 21	.89	.30	.....
"	DCA C*	1 21	.89	.30	.....
"	LGA BO	1 23	.89	.20	Su,T,Th,F,Sa
"	IDL SS	1 23	.89	.20	T,W,F,Sa
"	IDL K	1 23	.89	15	M,W,F
Hamilton, Bermuda	LGA P	.25	.19	15	Dly
Hankow, China	CHI NW*	2 80	2 14	15	Four Wkly
"	CLE NW*	2 83	2 16	.15	Four Wkly
"	YIP NW*	2 82	2 15	.15	Four Wkly
"	LAX NW*	2 64	2 02	15	Four Wkly
"	MKE NW*	2 80	2 14	15	Four Wkly
"	MPS NW*	2 78	2 12	15	Four Wkly
"	LGA NW*	2 87	2 19	15	Four Wkly
"	SFO NW*	2 64	2 02	.15	Four Wkly
"	PIT NW*	2 84	2 17	.15	Four Wkly
"	PDX NW*	2 64	2 02	.15	Four Wkly
"	SEC NW*	2 64	2 02	.15	Four Wkly
"	DCA NW*	2 85	2 17	.15	Four Wkly
Hargeisa, Br. Somaliland	LGA AO*	2 23	1 67	15	Dly
"	BOS AO*	2 20	1 65	15	T,Sa
"	LGA BO	2 17	1 63	20	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Haugesund, Norway	IDL SS	1 30	.89	20	T,Sa
Havana, Cuba	MIA P	.08	.06	.15	Several Dly
"	IDL PI	.19	.17	.10	T,W,F,Sa
"	DCA PI	.18	.15	.10	T,W,F,Sa
"	MIA SI	—Min. 6000 lb. @ .05 per lb.			
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.16	.15	Dly
"	MSY CS	.15	.13	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.19	.17	.15	Dly
"	BUJ CS	.18	.16	.15	Dly
"	ELD CS	.19	.17	.15	Dly
"	EVV CS	.18	.16	.15	Dly
"	FWA CS	.20	.18	.15	Dly
"	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.15	.15	Dly
"	PUK CS	.18	.16	.15	Dly
"	PLA CS	.20	.18	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	HUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.18	.15	Dly
"	MKC CS	.21	.19	.15	Dly
"	SGF CS	.20	.18	.15	Dly
"	MIA K	.08	.06	.15	Su,T,Th,Sa
"	MIA EA	.08	.06	.15	Dly
"	LGA EA	14¼	14¼	15	Dly
"	MSY N	.15	.13	10	Dly
"	MIA N	.08	.06	10	Dly
"	TPA N	.09	.07½	10	Dly
"	DCA N	.18	.16	10	Dly
"	IDL N	.19	.17	10	Dly
"	BRO B	.21	.19	10	Su,T,Th
"	CHI B	.26	.24	10	Su,T,Th
"	CRP B	.20	.18	10	Su,T,Th
"	DAL B	.20	.18	10	Su,T,Th
"	FTW B	.21	.19	10	Su,T,Th
"	HOU B	.18	.16	10	Su,T,Th
"	LRD B	.22	.20	10	Su,T,Th
"	SAT B	.20	.18	10	Su,T,Th
Helsinki, Finland	LGA AO	1 42	.97	.15	Su,T,Th
"	BOS AO	1 39	.94	15	T
"	IDL SS	1 41	.97	20	T,W,F,Sa
Hermosillo, Mexico	LAX P	.24		.15	Dly
Holguin, Cuba	MIA P	.15	.11	15	Dly
Homer, Alaska	SEC P	.60	.23	15	
Honda, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1 13		.15	Dly
"	HOU P	1 25		.15	Dly
"	BRO P	1 17		.15	Dly
"	CRP P	1 20		.15	Dly
"	NLD P	1.20	....	.15	.....
"	LAX P	1.46		.15	Dly
Hong Kong, Br. Crn. Col.	LGA P	2 59	2 32	15	.....
"	BOS P	2 56	2 29	15	.....
"	PDX P	2 59	1 88	15	.....
"	SEC P	2 50	1 88	15	.....
"	LAX P	2 50	1 88	.15	Su,M,W,Sa
"	SFO P	2 50	1 88	15	Su,M,W,Sa
"	LGA SI	2.72	2 32	.25	Frequently
"	SFO PH	2 50	1.88	15	W,Sa
"	HJR PH	2 00	1 33	15	W,Sa
"	LGA PH	2 59	2 05	15	W,F
"	LGA BO	2 59	2 32	20	.....
"	IDL AF	2 59	2 32	20	.....
"	BOS AF	2 56	2 29	20	.....
"	CHI NW*	2 66	2.00	15	Four Wkly
"	CLE NW*	2 69	2 02	15	Four Wkly
"	YIP NW*	2 74	2 01	15	Four Wkly
"	LAX NW*	2 50	1 88	15	Four Wkly
"	MKE NW*	2 66	2 00	15	Four Wkly
"	MPS NW*	2 64	1 98	15	Four Wkly
"	LGA NW*	2 73	2 05	15	Four Wkly
"	PIT NW*	2 70	2 03	15	Four Wkly
"	PDX NW*	2 50	1 88	15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW*	2 50	1 88	.15	Four Wkly
"	DCA NW*	2 71	2 03	.15	Four Wkly
"	LAX W*	2 50	1 80	20	.....
"	PDX W*	2 50	1 80	20	.....
"	SEC W*	2 50	1 80	20	.....
"	EWR TC	2.40	2 50	...	Frequently
"	OAK TR	1.89	1 51	.20	.....
Honolulu, T. H.	LAX P	.71	.57	15	Dly
"	SFO P	.71	.57	15	Dly
"	PDX P	.71	.57	15	.....
"	SEC P	.71	.57	.15	.....
"	LAX U	.71	.57	.10	Dly
"	SFO U	.71	.57	.10	Dly
"	CHI NW	.88	.711	.15	Three Wkly
"	CLE NW	.90	.735	.15	Three Wkly
"	YIP NW	.89	.729	.15	Three Wkly
"	MKE NW	.88	.711	.15	Three Wkly
"	MPS NW	.84	.684	15	Three Wkly
"	LGA NW	.94	.765	15	Three Wkly
"	PIT NW	.91	.742	15	Three Wkly
"	PDX NW	.71	.57	15	Three Wkly
"	SEC NW	.71	.57	15	Three Wkly
"	GEG NW	.74	.60	15	Three Wkly
"	DCA NW	.93	.757	15	Three Wkly
"	YR BC	.82	.62	...	Su, Alt. Th&F
"	OAK TR	.64	.51	07½	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Iguassu Falls, Brazil	LGA P	1 75	....	15	Su,T
"	MIA P	1 51	....	15	Su,T
"	MSY P	1 69	....	15	Sa,F
"	HOU P	1 92	....	15	Su,F
"	BRO P	1 84	....	15	Su,F
"	CRP P	1 87	....	15	Su,F
"	NLD P	.86	....	.15	.....
"	LAX P	2 14	....	15	Th,Sa
Iloilo, Philippines	SFO PH	2.60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Ipiales, Colombia	MIA P	.72	.49	.15	Dly
"	MSY P	1 12	....	15	Dly
"	HOU P	1 23	....	15	Dly
"	BRO P	1 15	....	15	Dly
"	CRP P	1 18	....	15	Dly
"	NLD P	1 17	....	15	.....
"	LAX P	1 42	....	15	Dly
Istanbul, Turkey	IDL K	1 62	1 12	15	F
"	LGA P	1 62	1 12	15	W,Sa
"	BOS P	1 59	1 10	15	W,Sa
"	BOS AF	1 59	1 10	20	.....
"	IDL AF	1 62	1 12	.20	.....
"	LGA AO*	1 81	1 44	15	Dly
"	BOS AO*	1 09	.83	.15	F
"	LGA SI	1 80	1 16	.25	Frequently
"	LGA C*	1 60	1 10	30	.....
"	DCA C*	1 60	1 10	30	.....
"	LGA BO	1 62	1 12	20	.....
"	IDL SS	1 62	1 12	.20	W,F
"	EWR TC	1 60	1 10	...	Frequently
"	IDL S*	1 62	1 12		Th
Iwakuni, Japan	LGA BO	2 99	2 24	20	Wkly
Ixtepec, Mexico	MIA P	.68	.....	15	Dly except Sa
"	MSY P	.64		15	Dly except F
"	HOU P	.44		10	Dly
"	BRO P	.36		.15	Dly except Sa
"	CRP P	.39		.15	Dly
"	LAX P	.81		.15	Dly except F
Jersey, Channel Is., U.K.	LGA AO*	1.12	.85	.15	Dly
"	BOS AO*	1 80	1 42	.15	T,Sa
Jerusalem, Palestine	LGA TW	1.62	1 12	20	.....
"	LGA TW	1.62	1 12	20	.....
"	DCA TW	1 64	1 15	20	.....
"	CHI TW	1 68	1 19	20	.....
"	YIP TW	1 66	1 17	20	.....
"	BOS TW	1 59	1.10	20	.....
"	PHL TW	1 63	1.14	20	.....
"	IDL SA	1.62	1.12	...	Su
Jibuti, Fr. Somaliland	LGA BO	2 09	1 57	20	.....
Jidda, Saudi Arabia	LGA BO	1.85	1 39	20	.....
Joao Pessoa (Cabedello)	LGA P	1 47	....	.15	Th
"	MIA P	1 25	....	.15	Sa
"	MSY P	1 49	....	.15	Th
"	HOU P	1 53	....	.15	Th
"	BRO P	1.55	....	.15	Th
"	CRP P	1 58	....	.15	Th
"	NLD P	1 56	....	15	.....
"	LAX P	1.82	....	15	W
Johannesburg, U. of So. Africa	IDL K	2 50	1 88	.15	T,F,Sa
"	LGA P	2 50	1 88	.20	M,Th
"	BOS P	2 47	1 86	.20	M,Th
"	LGA BO	2 50	1 88	.20	Su,T,Th
"	LGA AO*	2 72	2.03	.15	T,F,Sa
"	BOS AO*	2 71	2 01	.15	F
"	LGA SI	2 65	2 00	.25	Frequently
"	IDL S	2 48	1 86		Th
"	LGA C*	2 48	1 86	.30	.....
"	DCA C*	2 48	1 86	.30	.....
Jolo, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Juneau, Alaska	SEC P	.30	.13	15	Twice Daily
"	OAK TR	.41	24½	15	.....
Kamaran Isl., Eritrea	LGA AO*	2.14	1.60	.15	Dly
"	BOS AO*	2 11	1.58	15	T,Sa
"	LGA BO	2 10	1.58	20	.....
Kano, Nigeria, B.W.A.	LGA AO*	1 99	1 49	15	Dly
"	BOS AO*	1 98	1 47	.15	F
"	LGA BO	1 81	1 36	20	Su,T,Th
"	IDL AF	1 81	1 36	.20	Thrice Wkly
"	BOS AF	1 78	1 34	.20	Thrice Wkly
"	IDL K	1 81	1 36	.15	T,F,Sa
Karachi, Pakistan	LGA P	2 13	1.60	.15	T
"	BOS P	2 10	1.58	.15	T
"	PDX P	3 57	2 68	.15	.....
"	SEC P	3 57	2 68	.15	.....
"	LAX P	3 57	2 68	.15	.....
"	SFO P	3.57	2 68	.15	.....
"	LGA AO*	2 27	1.70	.15	T,F,Sa
"	BOS AO*	2.24	1 68	.15	T,Sa
"	LGA SI	2 25	1 65	.25	Frequently
"	LGA TR	2 04	1.50	.20	.....
"	HFD TR	2 04	1.50	.20	.....
"	IDL K	2 13	1 60	15	Dly except Su

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Karachi (cont'd)	LGA C*	2 11	1 58	30	
"	DCA C*	2 11	1 58	30	
"	LGA BO	2 13	1 60	20	Su,T,Th
"	IDL AF	2 13	1 60	20	
"	BOS AF	2 10	1 58	20	
"	LAX W*	3 60	2 63		
"	PDX W*	3 60	2 63		
"	SEC W*	3 60	2 63		
"	EWR TC	2 00	1 50	25	
"	IDL S*	2 13	1 60		Th
Karlstad, Sweden	IDL SS	1 25	.86	.20	T,Sa
"	LGA AO*	1 34	.95	.15	Su,T,Th
Ketchikan, Alaska	SEC P	.22	.09	.15	Twice Daily
Khartoum, Anglo-Egypt, Sudan	LGA AO*	2 04	1 53	.15	Dly
"	BOS AO*	2 01	1 51	.15	Sa
"	LGA BO	1 90	1 44	.20	Su,T,Th,F,Sa
"	IDL AF	2 44	1 83		Thrice Wkly
"	BOS AF	2 41	1 81		
Kindu, Belg. Congo	IDL S	2 40	1 77		Th
Kingston, Jamaica	MIA P	.20	.15	.15	Dly
"	MIA SI	.19	.14	.10	Frequently
"	LGA SI	.28	.23	.10	Frequently
"	MIA K	.20	.15	.15	T,Th,Sa
"	BUJ CS	.30	.25	.15	T,Th,Sa
"	CHI CS	.32	.27	.15	T,Th,Sa
"	YIP CS	.32	.27	.15	T,Th,Sa
"	ELD CS	.31	.26	.15	T,Th,Sa
"	EVV CS	.30	.25	.15	T,Th,Sa
"	FWA CS	.32	.27	.15	T,Th,Sa
"	GRW CS	.29	.24	.15	T,Th,Sa
"	HOT CS	.33	.28	.15	T,Th,Sa
"	HOU CS	.30	.25	.15	T,Th,Sa
"	IND CS	.31	.26	.15	T,Th,Sa
"	JAN CS	.29	.24	.15	T,Th,Sa
"	LIT CS	.31	.26	.15	T,Th,Sa
"	MEM CS	.29	.24	.15	T,Th,Sa
"	MSY CS	.28	.23	.15	T,Th,Sa
"	PUK CS	.30	.25	.15	T,Th,Sa
"	PIA CS	.32	.27	.15	T,Th,Sa
"	STL CS	.31	.26	.15	T,Th,Sa
"	SHV CS	.31	.26	.15	T,Th,Sa
"	HUF CS	.32	.27	.15	T,Th,Sa
"	TOL CS	.32	.27	.15	T,Th,Sa
"	MKC CS	.33	.28	.15	T,Th,Sa
"	SGF CS	.32	.27	.15	T,Th,Sa
"	EWR TC	.25	.22	....	Frequently
Kisumu, Kenya, B.E.A.	LGA AO*	2 28	1 71	.15	Dly
"	BOS AO*	2 25	1 69	.15	T,Sa
Kodiak, Alaska	SEC P	.65	.26	.15	
Koronadal, Bunyan, Phil.	SFO PH	2 60	1 98	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	HJR PH	1 89	1 36	.15	W,Sa
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Kosice, Czech.	LGA AO*	1 46	1 13	.15	T,F,Sa
"	BOS AO*	1 45	1 11	.15	F
Koweit, Koweit	LGA BO	1 91	1 43	.20	
Kristiansand, Norway	IDL SS	1 26	.87		T,Sa
"	IDL K	1 19	.83	.15	Dly except Su
"	IDL S	1 15	.84		Th
Kunming, China	CHI NW*	3 01	2 35	.15	Four Wkly
"	CLE NW*	3 04	2 37	.15	Four Wkly
"	YIP NW*	3 03	2 36	.15	Four Wkly
"	LAX NW*	2 85	2 23	.15	Four Wkly
"	MKE NW*	2 01	2 35	.15	Four Wkly
"	MPS NW*	2 99	2 33	.15	Four Wkly
"	LGA NW*	3 68	2 40	.15	Four Wkly
"	PIT NW*	3 05	2 38	.15	Four Wkly
"	PDX NW*	2 85	2 23	.15	Four Wkly
"	SFO NW*	2 85	2 23	.15	Four Wkly
"	SEC NW*	2 85	2 23	.15	Four Wkly
"	DCA NW*	3 06	2 38	.13	Four Wkly
La Ceiba, Honduras	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Lagos, Nigeria	BOS AO*	2 01	1 50	.15	T,Sa
"	LGA BO	1 84	1 38	.20	Dly except W
"	IDL AF	1 84	1 38	.20	Twice Wkly
"	BOS AF	1 81	1 36	.20	
La Guaira, Venezuela	LGA P	.66	.54	.15	Dly
"	MIA P	.47	.34	.15	Dly
"	MSY P	.89	.61	.15	Dly
"	HOU P	.98	.66	.15	Dly
"	BRO P	.90	.10	.15	Dly
"	NLD P	1 11	....	.15	....
"	CRP P	.93	.63	.15	Dly
"	LAX P	1 30	....	.15	Dly
"	MIA K	.47	.34	.15	Su,T,Th,Sa
"	LGA SI	.56	.43	.10	Frequently
"	MIA SI	.47	.34	.10	Frequently
"	LGA C*	.64	.52	.30	....
"	DCA C*	.64	.52	.30	....
"	BUJ CS	.57	.44	.15	T,Th,Sa
"	CHI CS	.59	.46	.15	T,Th,Sa
"	YIP CS	.59	.46	.15	T,Th,Sa
"	ELD CS	.58	.45	.15	T,Th,Sa
"	EVV CS	.57	.44	.15	T,Th,Sa
"	FWA CS	.59	.46	.15	T,Th,Sa
"	GRW CS	.56	.43	.15	T,Th,Sa
"	HOT CS	.60	.47	.15	T,Th,Sa
"	HOU CS	.57	.44	.15	T,Th,Sa
"	IND CS	.58	.45	.15	T,Th,Sa
"	JAN CS	.56	.43	.15	T,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
La Guaira (cont'd)	LIT CS	.58	.45	.15	T,Th,Sa
"	MEM CS	.56	.43	.15	T,Th,Sa
"	MSY CS	.55	.42	.15	T,Th,Sa
"	PUK CS	.57	.44	.15	T,Th,Sa
"	PIA CS	.59	.46	.15	T,Th,Sa
"	STL CS	.58	.45	.15	T,Th,Sa
"	SHV CS	.58	.45	.15	T,Th,Sa
"	HUF CS	.59	.46	.15	T,Th,Sa
"	TOL CS	.59	.46	.15	T,Th,Sa
"	MKC CS	.60	.47	.15	T,Th,Sa
"	SGF CS	.59	.46	.15	T,Th,Sa
"	EWR TC	.45	.35	.25	....
Lanchow, China	CHI NW*	2 96	2 30	.15	Four Wkly
"	CLE NW*	2 99	2 32	.15	Four Wkly
"	YIP NW*	2 98	2 31	.15	Four Wkly
"	LAX NW*	2 80	2 18	.15	Four Wkly
"	MKE NW*	2 96	2 30	.15	Four Wkly
"	MPS NW*	2 94	2 28	.15	Four Wkly
"	LGA NW*	3 03	2 35	.15	Four Wkly
"	PIT NW*	3 00	2 33	.15	Four Wkly
"	PDX NW*	2 80	2 18	.15	Four Wkly
"	SFO NW*	2 80	2 18	.15	Four Wkly
"	SEC NW*	2 80	2 18	.15	Four Wkly
"	DCA NW*	3 01	2 33	.15	Four Wkly
La Paz, Bolivia	MIA P	1 15	.85	.15	M,T,W,F,Sa
"	MSY P	1 31	.98	.15	M,T,Th,F,Sa
"	HOU P	1 36	1 02	.15	Dly
"	BRO P	1 32	.99	.15	M,T,Th,F,Sa
"	CRP P	1 35	1 01	.15	Dly
"	NLD P	1 30	....	.15	....
"	LAX P	1 49	1 12	.15	Su,M,W,Th
"	LGA SI	1 23	.93	.20	Frequently
"	MIA SI	1 14	.84	.20	Frequently
"	EWR TC	1 01	.75	....	Frequently
Laoag, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	....
"	PDX W*	2 60	1 90	.20	....
"	SEC W*	2 60	1 90	.20	....
Leopoldville, Belgian Congo	LGA P	2 25	1 69	.15	M,Th
"	BOS P	2 22	1 67	.15	M,Th
"	LGA AO*	2 23	1 75	.15	T,F,Sa
"	BOS AO*	2 35	1 73	.15	F
"	IDL S	2 23	1 69		Th
"	IDL AF	2 23	1 69	.20	Thrice Wkly
"	BOS AF	2 22	1 67	.20	Thrice Wkly
Lethbridge, Alb., Can.	LGA T*	8 50	.31		Dly
"	CTB W	.04	....	.10	Dly
Libreville, Fr. Eq. Af.	IDL AF	2 15	1 61	.20	....
"	BOS AF	2 12	1 59	.20	....
Liege, Belgium	IDL S	1 14	.84	....	Th
Lima, Peru	MIA P	.99	.74	.15	Dly
"	MSY P	1 07	.82	.15	Dly
"	HOU P	1 14	.84	.15	Dly
"	BRO P	1 10	.84	.15	Dly
"	CRP P	1 10	.84	.15	Dly
"	NLD P	1 24	....	.15	....
"	LAX P	1 39	1 04	.15	Dly
"	IDL PI	1 13	.85	.20	T,W,F,Sa
"	DCA PI	1 09	.83	.10	T,W,F,Sa
"	LGA SI	1 06	.84	.10	Frequently
"	MIA SI	.97	.73	.10	Frequently
"	HOU B	1 10	.84	.20	Su,T,Th
"	IND B	1 10	.85	.20	Su,T,Th
"	LRD B	1 11	.85	.20	Su,T,Th
"	MSY B	1 07	.82	.20	Su,T,Th
"	SAT B	1 10	.84	.20	Su,T,Th
"	BRO B	1 11	.85	.20	Su,T,Th
"	CHI B	1 13	.87	.20	Su,T,Th
"	CRP B	1 10	.84	.20	Su,T,Th
"	DAL B	1 11	.85	.20	Su,T,Th
"	FTW B	1 11	.85	.20	Su,T,Th
"	HAV B	.98	.73	.10	Su,T,Th
"	EWR TC	1 20	1 04	....	Frequently
Lisbon, Portugal	LGA P	1 01	.76	.15	Dly except S
"	BOS P	.98	.74	.15	T
"	LGA AO*	1 41	1 11	.15	Dly
"	BOS AO*	1 38	1 09	.15	T,Sa
"	LGA SI	1 20	.78	.25	Frequently
"	IDL S	1 41	1 06		Th
"	LGA TR	1 15	.70	.10	....
"	HFD TR	1 15	.70	.10	....
"	LGA C*	.99	.76	.30	....
"	DCA C*	.99	.76	.30	....
"	LGA BO	1 05	.81	.20	Su,T,Th
"	IDL AF	1 09	.82	.20	Twice Wkly
"	BOS AF	1 06	.80	.20	....
"	LGA TW	1 01	.76	.20	Dly except Sa
"	BOS TW	.98	.74	.20	F
"	YIP TW	1 05	.81	.20	....
"	CHI TW	1 07	.83	.20	....
"	IDL K	1 41	1 06	.15	W,Sa
"	EWR TC	1 00	.75	.25	....
Liverpool, England	LGA AO*	1 02	.78	.15	Dly
"	BOS AO*	.99	.76	.15	T,Sa
Loja, Ecuador	MIA P	.82	.61	.15	T
"	MSY P	.90	.69	.15	M

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Loja (cont'd)	HOU P	.93	.71	.15	M
"	BRO P	.93	.71	.15	M
"	CRP P	.93	.71	.15	M
"	NLD P	1 15	....	.15	....
"	LAX P	1 26	.95	.15	Su
London, England	LGA P	1 03	.77	.15	Dly
"	BOS P	1 00	.75	.15	Dly
"	LGA AO	1 03	.77	.15	Dly
"	BOS AO*	1 00	.75	.15	T,Sa
"	LGA SI	1 10	.75	.25	Frequently
"	IDL S	1 12	.82		Th
"	LGA TR	.70	.60	.10	....
"	HFD TR	.70	.60	.10	....
"	IDL SW	.87	.70	.20	....
"	LGA C*	1 03	.77	.30	....
"	DCA C*	1 03	.77	.30	....
"	LGA BC	1 03	.77	.20	Su,T,Th
"	IDL SS	1 03	.77		T,W,F,Sa
"	IDL AF	1 09	.82	.20	Dly
"	BOS AF	1 06	.80	.20	Dly
"	IDL K	1 15	.83	.15	Dly except Su
"	UL T	.97	.73	....	....
"	QY T	.82	.62	....	....
"	EWR TC	.70	.60	.25	....
London, Ont., Canada	LGA T*	2 14	.0555	.10	Dly
Luxembourg	IDL S	1 16	.86	....	Th
"	LGA C*	1 14	.84	.30	....
"	DCA C*	1 14	.84	.30	....
Luxor, Egypt	LGA AO*	1 90	1 42	.15	Dly
"	BOS AO*	1 87	1 40	.15	T,Sa
"	LGA BO	1 71	1 28	.20	....
Lydda, Israel	LGA TR	1 98	1 27	.15	....
"	HFD TR	1 98	1 27	.15	....
"	IDL SS	1 62	1 12	.20	W,F
"	EWR TC	1 75	1 25	.25	....
"	IDL K	1 62	1 12	.15	....
Lyon, France	IDL AF	1 16	.87	.20	Dly
"	BOS AF	1 13	.85	.20	....
"	LGA C*	1 20	.93	.30	....
"	DCA C*	1 20	.93	.30	....
"	LGA AO*	1 29	.98	.15	T,F,Sa
"	BOS AO*	1 28	.96	.15	F
Maastricht, Netherlands	LGA AO*	1 17	.86	.15	T,F,Sa
Macelo, Brazil	LGA P	1.52	....	.15	Dly
"	MIA P	1 26	....	.15	Dly
"	MSY P	1 51	....	.15	Dly
"	HOU P	1 64	....	.15	Dly
"	BRO P	1 56	....	.15	Dly
"	CRP P	1 59	....	.15	Dly
"	NLD P	1 59	....	.15	....
"	LAX P	1 86	....	.15	Dly
Madrid, Spain	LGA AO*	1 34	1 05	.15	Dly
"	BOS AO*	1 31	1 03	.15	T,Sa
"	LGA SI	1 32	.99	.25	Frequently
"	LGA TR	1 20	.95	.10	....
"	HFD TR	1 20	.95	.10	....
"	LGA C*	1 11	.81	.30	....
"	DCA C*	1 11	.81	.30	....
"	LGA BO	1 13	.83	.20	Su,T,Th
"	IDL AF	1 13	.83	.20	....
"	BOS AF	1 10	.81	.20	....
"	LGA TW	1 13	.83	.20	Dly except Sa
"	BOS TW	1 10	.81	.20	F
"	CHI TW	1 19	.90	.20	....
"	YIP TW	1 17	.88	.20	....
"	IDL K	1 34	1 01	.15	W,Sa
"	EWR TC	1 05	.75	.25	....
"	IDL S	1 34	1 01		Th
Magangue, Colombia	MIA P	.52	.35	.15	Su,T,F
"	MSY P	1 02	....	.15	Su,M,F
"	HOU P	1 20	....	.15	Su,M,F
"	BRO P	1 12	....	.15	Su,M,F
"	CRP P	1 15	....	.15	Su,M,F
"	NLD P	1 14	....	.15	....
"	LAX P	1 39	....	.15	Su,Th,Sa
Malmo, Sweden	IDL AF	1 26	.88	.20	Dly
"	BOS AF	1 23	.86	.20	Dly
"	LGA AO*	1 25	.88	.15	Su,T
"	LGA TR	1 05	.90	12¼	....
"	HFD TR	1 05	.90	12¼	....
"	IDL SS	1 25	.88	.20	W,F
Malta, Malta	LGA AO*	1 45	1 15	.15	Dly
"	BOS AO*	1 42	1 13	.15	T,Sa
"	LGA BO	1 37	.97	.20	Su,T,Th
Managua, Nicaragua	MIA P	.51	.37	.15	Dly
"	MSY P	.47	.35	.15	Twice Daily
"	HOU P	.47	.39	.15	Twice Daily
"	BRO P	.47	.39	.15	Twice Daily
"	CRP P	.47	.39	.15	Twice Daily
"	NLD P	.51	.37	.15	....
"	LAX P	.66	.51	.15	Dly
"	LGA EA	.51	.44	.20	....
"	MIA EA	44½	35½	.20	....
"	HAV EA	30½	29½	.15	....
"	MSY TA	.48	.35	....	M,W,F
"	MEX TA	.36	.26	....	T,Th,Sa
Manaos, Brazil	LGA P	1 44	....	.15	Su,W,T
"	MIA P	1 24	....	.15	Su,W,Th
"	MSY P	1 48	....	.15	M,T,F
"	HOU P	1 62	....	.15	W,F,Sa
"	BRO P	1 54	....	.15	M,T,F
"	CRP P	1 57	....	.15	W,F,Sa
"	NLD P	1 55	....	.15	....
"	LAX P	1 79	....	.15	S,M,Th

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Manchester, England	LGA AO*	1 03	.79	.15	Dly
"	BOS AO*	1 00	.77		M,T,Sa
"	IDL K	1 29	.97	.15	Th,Sa
Manila, Philippines	LAX P	2 50	1 88	.15	M,T,F,Sa
"	SFO P	2 50	1 88	.15	M,T,F,Sa
"	PDX P	2 50	1 88	.15	
"	SEC P	2 50	1 88	.15	
"	LGA P	2 89	2 52	.15	M,T,F,Sa
"	BOS P	2 86	2 50	.15	M,T,F,Sa
"	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	1 79	1 26	.15	W,Sa
"	LGA PH	2 73	2 15	.15	W,F
"	EDF NW	2 40	1 80	.15	Four Wkly
"	CHI NW	2 66	2 00	.15	Four Wkly
"	CLE NW	2 69	2 02	.15	Four Wkly
"	YIP NW	2 68	2 01	.15	Four Wkly
"	LAX NW*	2 50	1 88	.15	Four Wkly
"	MKE NW	2 66	2 00	.15	Four Wkly
"	MPS NW	2 64	1 98	.15	Four Wkly
"	LGA NW	2 73	2 05	.15	Four Wkly
"	PIT NW	2 70	2 03	.15	Four Wkly
"	PDX NW*	2 50	1 88	.15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW	2 50	1 88	.15	Four Wkly
"	DCA NW	2 71	2 03	.15	Four Wkly
"	LAX W*	2 50	1 80	.20	
"	PDX W*	2 50	1 80	.20	
"	SEC W*	2 50	1 80	.20	
"	SEC K*	2 50	1 80		F
Manizales, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1 04		.15	Dly
"	HOU P	1 15		.15	Dly
"	BRO P	1 07		.15	Dly
"	CRP P	1 10		.15	Dly
"	NLD P	1 09		.15	
"	LAX P	1 34		.15	Dly
Manta, Ecuador	MIA P	.80	.60	.15	M,Th,Sa
"	MSY P	.88	.68	.15	Su,W,F
"	HOU P	.91	.70	.15	M,F
"	BRO P	.91	.70	.15	Su,W,F
"	CRP P	.91	.70	.15	M,F
"	NLD P	1 12		.15	
"	LAX P	1 24	.94	.15	Tu,Th,Sa
Manzanillo, Cuba	MIA P	.15	.11	.15	Dly
Maracaibo, Venezuela	MIA P	.44	.32	.15	Dly
"	LGA P	.75	.62	.15	Dly
"	MSY P	.81	.56	.15	Dly
"	HOU P	.90	.62	.15	Dly
"	BRO P	.82	.57	.15	Dly
"	CRP P	.85	.59	.15	Dly
"	NLD P	1 03		.15	
"	LAX P	1 27		.15	Dly
"	MIA K	.44	.32	.15	Su,T,Th,Sa
"	MIA SI	.47	.32	.10	Frequently
"	LGA SI	.56	.43	.10	Frequently
"	LGA C*	.73	.60	.30	
"	DCA C*	.73	.60	.30	
Mariehamn, Finland	LGA AO*	1 50	1 05	.15	Su,T,Th
"	BOS AO*	1 47	1 02	.15	Th
Marseilles, France	LGA AO*	1 23	.96	.15	Dly
"	BOS AO*	1 20	.94	.15	T,Sa
"	LGA C*	1 21	.87	.30	
"	DCA C*	1 21	.87	.30	
"	LGA BO	1 23	.89	.20	Su,T,Th
"	IDL SS	1 65	1 11	.20	W,F
"	IDL AF	1 23	.89	.20	Dly
"	BOS AF	1 20	.87	.20	Dly
"	IDL K	1 23	.89	.15	W
"	IDL S*	1 26	.95		Th
Masbate, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Maturin, Venezuela	LGA P	.62	.52	.15	Dly
"	MIA P	.56	.40	.15	Dly
"	MSY P	.97	.65	.15	Dly
"	HOU P	1 07	.71	.15	Dly
"	BRO P	.98	.66	.15	Dly
"	CRP P	1 02	.68	.15	Dly
"	NLD P	1 17		.15	
"	LAX P	1 38		.20	Dly
"	MIA K	.56	.40	.15	
Mauritius	IDL AF	3 78	2 84	.20	Weekly
"	BOS AF	3 75	2 81	.20	
Mayaguez, Puerto Rico	EWR TC	.35	.20		Frequently
Mayajigua, Cuba	MIA P	.17	.13	.15	
Mazatlan, Mexico	HOU P	.55		.15	Dly
"	BRO P	.47		.15	Dly
"	CRP P	.50		.15	Dly
"	LAX P	.45	.34	.15	Dly
Medellin, Colombia	MIA P	.59	.40	.15	Dly
"	MSY P	.67	.52	.15	Dly
"	HOU P	.70	.54	.15	Dly
"	BRO P	.70	.54	.15	Dly
"	CRP P	.70	.54	.15	Dly
"	NLD P	1 09		.15	
"	LAX P	1 03	.78	.15	Dly
"	LGA C*	.67	.48	.30	
"	DCA C*	.67	.48	.30	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Merida, Mexico	MIA P	.25	.19	.15	Twice Daily
"	MSY P	.22	.16	.15	Twice Daily
"	HOU P	.61		.15	Dly
"	BRO P	.53		.15	Dly
"	CRP P	.56		.15	Dly
"	LAX P	.92		.15	Dly
"	DAL B	.56			Dly
"	FTW B	.56			Dly
"	LRD B	.42			Dly
"	SAT B	.49			Dly
Mexicali, Mexico	LAX P	.12		.15	Dly
Mexico City, Mexico	MIA P	.44	.32	.15	Twice Daily
"	MSY P	.61		.15	Dly
"	HOU P		.13	.15	Dly
"	BRO P		.11	.15	Dly
"	CRP P		.12	.15	Dly
"	LAX P		.25	.15	Dly
"	MSY TA	.61	.46		M,W,F
"	DAL A	.20			Dly
"	DAL B	.36			Dly
"	LRD B	.24			Dly
"	FTW B	.36			Dly
"	SAT B	.30			Dly
"	LAX A	.38			Dly
"	ELP A	.25			Dly
"	SAT A	.30			Dly
Meycawayan, Bulacan, Philippines	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	1 79	1 26	.15	W,Sa
"	LGA PH	2 73	2 05	.15	W,F
"	LAX W*	2 50	1 80	.20	
"	PDX W*	2 50	1 80	.20	
"	SEC W*	2 50	1 80	.20	
Midway Island	LAX P	1 18	.89	.15	Four Wkly
"	SFO P	1 18	.89	.15	Four Wkly
"	PDX P	1 18	.89	.15	
"	SEC P	1 18	.89	.15	
"	OAK TR	1 06	.77	.07½	
Milan, Italy	IDL AF	1 30	.98	.20	
"	BOS AF	1 28	.96	.20	
"	LGA SW	1 06	.85	.20	
"	BOS AO*	1 38	1 04	.15	F
"	LGA AO*	1 39	1 06	.15	T,F,Sa
"	IDL S	1 30	.96		Th
"	LGA TR	1 00	.85	.15	
"	HFD TR	1 00	.85	.15	
Minatitlan, Mexico	MIA P	.51		.15	Dly
"	MSY P	.47		.15	Dly
"	HOU P	.44		.15	Dly
"	BRO P	.36		.15	Dly
"	CRP P	.39		.15	Dly
"	LAX P	.79		.15	Dly
Misamis, Labo, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Montego Bay, Jamaica	MIA P	.20	.15	.15	Dly
Monteria, Colombia	MIA P	.53	.36	.15	Dly
"	MSY P	1 03		.15	Dly
"	HOU P	1 21		.15	Dly
"	BRO P	1 13		.15	Dly
"	CRP P	1 16		.15	Dly
"	NLD P	1 15		.15	
"	LAX P	1 40		.15	Dly
Monterrey, Mexico	DAL A	.15		.15	Dly
"	ELP A	.18		.15	Dly
"	LAX A	.31		.15	Dly
"	SAT A	.09		.15	Dly
"	FTW B	.27		.17	Dly
"	DAL B	.27		.17	Dly
"	LRD B	.13		.15	Dly
"	SAT B	.20		.15	Dly
Montevideo, Uruguay	LGA P	1 62	.93	.15	Dly
"	MIA P	1 51	.89	.15	Dly
"	MSY P	1 65		.15	Dly
"	HOU P	1 76		.15	Dly
"	BRO P	1 68		.15	Dly
"	CRP P	1 71		.15	Dly
"	NLD P	1 72		.15	
"	LAX P	1 98		.20	Dly
"	MIA SI	1 41	.88	.20	Frequently
"	LGA SI	1 51	.92	.20	Frequently
"	EWR TC	1 55	.93		Frequently
Montreal, Que., Canada	LGA C	.12			Dly
"	BTV NE	.04			Dly
Moscow, U.S.S.R.	LGA AO*	1 72	1 27	.15	Su,T,Th
"	BOS AO*	1 69	1 24	.15	Th
Mossoro, Brazil	IDL SS	1 72	1 28	.20	T,W,F,Sa
"	LGA P	1 41		.15	T
"	MIA P	1 24		.15	T
"	MSY P	1 46		.15	Su
"	HOU P	1 61		.15	Su
"	BRO P	1 53		.15	Su
"	CRP P	1 56		.15	Su
"	LAX P	1 76		.15	Su
"	NLD P	1 54		.15	
Mulhouse, France	LGA AO*	1 30	.98	.15	T,F,Sa
"	BOS AO*	1 29	.96	.15	F
"	IDL SS	1 51	1 03	.20	W,F
"	IDL AF	1 17	.88	.20	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
"	BOS AF	1 14	.86	.20	
"	IDL K	1 19	.88	.15	T,F
Munich, Germany	LGA P	1 28	.92	.15	Dly
"	BOS P	1 25	.90	.15	Dly
"	LGA AO*	1 30	.96	.15	T,F,Sa
"	BOS AO*	1 27	.94	.15	M,F
Naga, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Nairobi, Kenya	LGA AO*	2 31	1 73	.15	Dly
"	BOS AO*	2 28	1 71	.15	T,Sa
"	LGA BO	2 27	1 70	.20	Su,T,Th
"	IDL AF	3 05	2 29	.20	
"	BOS AF	3 02	2 27	.20	
Naknek, Alaska	SEC P	.65	.25	.15	
Nandi, Fiji	SFO BO*	1 75	1 31	.15	
"	SFO BC	1 75	1 31		Su,Alt F & Sa
"	HJR BC	1 04	.78		Su, Alt F & Sa
"	VR BC	1 86	1 40		
Nanking, China	CHI NW*	2 71	2 05	.15	Four Wkly
"	CLE NW*	2 74	2 07	.15	Four Wkly
"	YIP NW*	2 73	2 06	.15	Four Wkly
"	MKE NW*	2 71	2 05	.15	Four Wkly
"	MPS NW*	2 69	2 03	.15	Four Wkly
"	LGA NW*	2 78	2 10	.15	Four Wkly
"	PIT NW*	2 75	2 08	.15	Four Wkly
"	PDX NW*	2 55	1 93	.15	Four Wkly
"	SEC NW	2 55	1 93	.15	Four Wkly
"	DCA NW	2 76	2 09	.15	Four Wkly
"	LAX NW*	2 55	1 93	.15	Four Wkly
"	SFO NW*	2 55	1 93	.15	Four Wkly
Naples, Italy	LGA AO*	1 51	1 17	.15	T,F,Sa
"	BOS AO*	1 50	1 15	.15	F
Nassau, Bahamas	MIA P	.07	.05	.15	Twice Dly
"	EWR TC	14	12		Frequently
Natal, Brazil	LGA P	1 45		.15	Dly
"	MIA P	1 25		.15	Dly
"	MSY P	1 48		.15	Dly
"	HOU P	1 62		.15	Dly
"	BRO P	1 54		.15	Dly
"	CRP P	1 57		.15	Dly
"	NLD P	1 55		.15	
"	LAX P	1 80		.20	Dly
"	MIA SI	1 24	1 12	.20	Frequently
"	LGA SI	1 33	1 21	.20	Frequently
"	EWR TC	1 40	1 20		Frequently
Niamey, Fr. W. Af.	IDL AF	2 06	1 55	.20	Weekly
"	BOS AF	2 02	1 53	.20	
Nice, France	LGA AO*	1 27	.98	.15	Dly
"	BOS AO*	1 24	.96	.15	T,Sa
"	IDL S	1 23	.93		Th
"	IDL SS	1 67	1 12	.20	W,F
"	IDL AF	1 23	.89	.20	Dly
"	BOS AF	1 20	.87	.20	Dly
"	LGA BO	1 23	.89	.20	Su,T,Th
Nicosia, Cyprus	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	T,Sa
"	LGA BO	1 64	1 14	.20	F
Nome, Alaska	SEC P	.55	.23	.15	Su,T,W,F
North Bay, Ont., Canada	OAK TR	.74	.44½	.15	
Noumea, New Caledonia	LGA T*	2 64	.0755	.10	Dly
"	LAX P	2 01	1 52	.15	W,Sa
"	SFO P	2 01	1 52	.15	W,Su
"	PDX P	2 01	1 52	.15	
"	SEC P	2 01	1 52	.15	
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14			Dly
Nueva Ocotepeque, Hon.	MSY TA	.50	.38		M,W,F
"	MEX TA	.37	.29		T,Th,Sa
Nuevo Laredo, Mexico	DAL B	.07	.06	.10	Dly
"	FTW B	.07	.06	.10	Dly
"	SAT B	.04	.03	.10	Dly
"	LRD B	.04	.03	.10	Dly
"	HOU B	.07	.06	.10	Dly
"	CHI B	.13	.12	.10	Dly
Oaxaca, Mexico	MIA P	.71		.15	Dly
"	MSY P	.68		.15	Dly
"	HOU P	.38		.15	Dly
"	BRO P	.30		.15	Dly
"	CRP P	.33		.15	Dly
"	LAX P	.76		.15	Dly
Okinawa	EDF NW	2 35	1 76	.15	Four Wkly
"	CHI NW	2 66	2 00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2 01	.15	Four Wkly
"	LAX NW*	2 50	1 88	.15	Four Wkly
"	MKE NW	2 66	2 00	.15	Four Wkly
"	MPS NW	2 64	1 98	.15	Four Wkly
"	LGA NW	2 73	2 05	.15	Four Wkly
"	PIT NW	2 70	2 03	.15	Four Wkly
"	PDX NW*	2 50	1 88	.15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW	2 50	1 88	.15	Four Wkly
"	DCA NW	2 71	2 03	.15	Four Wkly
"	LAX P	2 40	1 80	.15	
"	SFO P	2 40	1 80	.15	
"	PDX P	2 40	1 80	.15	
"	SEC P	2 40	1 80	.15	
"	OAK TR	1 92	1 40	.12½	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Oran, Algeria	LGA AO*	1 47	1 17	.15	Dly
"	BOS AO*	1 44	1 15	.15	T,Sa
"	IDL AF	1 38	1 04	.20	Six Weekly
"	BOS AF	1 35	1 01	20	
Oruro, Bolivia	MIA P	1 18	.86	.15	Dly except Sa
"	MSY P	1 34	1 01	15	Dly except F
"	HOU P	1 39	1 04	15	Dly
"	BRO P	1 35	1 01	15	Dly except Sa
"	CRP P	1 36	1 02	15	Dly
"	NLD P	1 35	1 13	15	
"	LAX P	1 51	.83	15	Dly except F
Oslo, Norway	LGA AO	1 20	.83	15	Th
"	BOS AO*	1 17	.81	15	Th
"	IDL S	1 20	.83		Th
"	LGA TR	1 00	.82	12½	
"	HFD TR	1 00	.82	12½	
"	LGA C*	1 18	.81	30	
"	DCA C*	1 18	.81	30	
"	LGA BO	1 20	.83	20	Su,T,Th
"	IDL SS	1 20	.83	20	T,Sa
"	IDL AF	1 20	.83	20	Six Weekly
"	BOS AF	1 17	.81	.20	
"	IDL K	1 20	.83	15	M,T,W,Th,F
"	EWR TC	1 00	.80	25	
Ostrava, Czechoslovakia	LGA AO*	1 39	1 06	15	T,F,Sa
"	BOS AO*	1 38	1 04	15	F
Ottawa, Ont., Canada	LGA C	16			Dly
Pa'embang, N.E.I.	LGA BO	2 68	2,36	20	
Palermo, Italy	LGA AO*	1 54	1 20	15	T,F,Sa
"	BOS AO*	1 53	1.18	15	F
Panama City, Panama	MIA P	39	.29	15	Twice Dly
"	MSY P	47	.37	15	Dly
"	HOU P	.50	39	15	Twice Dly
"	BRO P	.50	39	15	Twice Dly
"	CRP P	.50	39	15	Twice Dly
"	NLD P	66	47	15	
"	LAX P	83	63	15	Dly
"	MSY TA	64	46		M,W,F
"	MEX TA	53	38		T,Th,Sa
"	IDL PI	.51	40	10	T,W,F,Sa
"	DCA PI	49	38	10	T,W,F,Sa
"	MIA SI	38	28	10	Frequently
"	LGA SI	47	37	10	Frequently
"	MIA K	1 41	1 02	15	T,Sa
Paramaribo, Surinam	LGA P	.77	.59	15	Dly
"	MIA P	73	.51	15	Dly
"	MSY P	1 14	.74	15	Dly
"	HOU P	1 23	.79	15	Dly
"	BRO P	1 15	.75	15	Dly
"	CRP P	1 18	.76	15	Dly
"	NLD P	1 25		.15	
"	LAX P	1 48	15	15	Dly
"	MIA K	73	.51	.15	T,F,Sa
Paris, France	LGA AO*	1 09	.82	.15	T,F,Sa
"	BOS AO*	1 06	.80	15	T,Sa
"	LGA SI	1 20	.79	.25	Frequently
"	IDL S	1 12	.82		Th
"	LGA TR	85	.70	12½	
"	HFD TR	85	.70	12½	
"	IDL SW	94	74	20	
"	DCA C*	1 13	81	30	
"	LGA C*	1 13	81	30	
"	LGA BO	1 09	.82	20	Su,T,Th
"	IDL SS	1 53	1 04	20	W,F
"	IDL AF	1 09	.82	20	Dly
"	BOS AF	1 06	.80	20	
"	IDL K	1 15	.83	.15	Dly except Su
"	LGA TW	1 09	.82	20	Dly
"	BOS TW	1 06	.80	20	M,W
"	PHL TW	1 10	.84	20	M,Sa
"	DCA TW	1 11	.85	20	M,Sa
"	YIP TW	1 13	.87	20	Sa
"	CHI TW	1 15	.89	20	Sa
"	LGA P	1 09	.82	15	
"	BOS P	1 06	.80	15	
"	EWR TC	.85	.65	15	
Parnahyba, Brazil	LGA P	1 33		15	Sa,T
"	MIA P	1 19		15	Sa
"	MSY P	1 38		15	Th,Su
"	HOU P	1 56		15	Su,Th
"	BRO P	1 48		15	Th,Su
"	CRP P	1 51		15	Su,Th
"	NLD P	1 50		15	
"	LAX P	1 67		15	W,Sa
Pasto, Colombia	MIA P	.74	.50	15	Dly
"	MSY P	1 15		15	Dly
"	HOU P	1 26		15	Dly
"	BRO P	1 18		15	Dly
"	CRP P	1 21		15	Dly
"	NLD P	1 20		15	
"	LAX P	1 45		15	Dly
Peiping, China	CHI NW*	2 85	2 19	15	Four Wkly
"	CLE NW*	2 88	2 21	15	Four Wkly
"	YIP NW*	2 87	2 20	15	Four Wkly
"	LAX NW*	2 69	2.07	15	Four Wkly
"	MKE NW*	2 85	2 19	15	Four Wkly
"	MPS NW*	2 83	2 17	15	Four Wkly
"	SFO NW*	2 69	2 07	15	Four Wkly
"	SEC NW*	2 69	2 07	15	Four Wkly
"	DCA NW*	2 90	2 22	15	Four Wkly
"	LGA NW*	2 92	2 24	15	Four Wkly
"	PIT NW*	2 89	2 22	15	Four Wkly
"	PDX NW*	2 69	2 07	15	Four Wkly
Pereira, Colombia	MIA P	.64	.43	15	Dly
"	MSY P	1 03		.15	Dly
"	HOU P	1 14		15	Dly
"	BRO P	1 06		15	Dly
"	CRP P	1 09		15	Dly
"	NLD P	1 08		15	
"	LAX P	1 33		15	Dly
Pisa, Italy	IDL SW	1 08	.86	20	
Pointe Noire, Fr. Eq. Africa	IDL AF	2 34	1 76	20	Weekly
"	BOS AF	2 31	1 73	20	
Ponce, Puerto Rico	EWR TC	.30	20		Frequently
Popayan, Colombia	MIA P	.68	.46	15	Dly
"	MSY P	1 03		15	Dly
"	HOU P	1 14		15	Dly
"	BRO P	1 06		15	Dly
"	CRP P	1 09		15	Dly
"	NLD P	1 08		15	
"	LAX P	1 33		15	Dly
Port au Prince, Haiti	MIA P	.17	.15	15	Dly
"	LGA P	.51	.44	15	Dly
"	MIA K	.25	.19	15	T,F
"	EWR TC	45	35		Frequently
Port Bell, Uganda	LGA BO	2 18	1 64	20	Su,T,F
"	MIA K	.25	.19	10	
Port of Spain, Trinidad	LGA P	.58	.49	15	Dly
"	MIA P	.56	.40	15	Dly except T
"	MSY P	.99	.67	15	Dly
"	HOU P	1 08	.71	15	Dly
"	BRO P	1 00	.67	15	Dly
"	CRP P	1 03	.69	15	Dly
"	NLD P	1 20		15	
"	LAX P	1 41		15	Dly
"	MIA SI	.55	.39	10	Frequently
"	LGA SI	.64	.48	10	Frequently
"	MIA K	.56	.40	15	Su,T,Th,Sa
"	EWR TC	45	35		Frequently
Port Sudan, Aug.-Eg. Sudan	LGA BO	1 87	1 40	20	Sa,T
Porto Alegre, Brazil	LGA P	1 52	.89	15	Dly
"	MIA P	1 42	.86	15	Dly
"	MSY P	1 69	1 03	15	Dly
"	HOU P	1 88	1 11	15	Dly
"	BRO P	1 73	1 03	15	Dly
"	CRP P	1 83	1 06	15	Dly
"	NLD P	1 86		15	
"	LAX P	2 14		.15	Dly
"	MIA SI	1 40	.84	20	Frequently
"	LGA SI	1 49	.89	20	Frequently
"	EWR TC	1 45	.89		Frequently
Prague, Czechoslovakia	LGA P	1 30	.93	.15	Dly
"	BOS P	1 27	.91	.15	Su,F
"	LGA AO*	1 32	1 00	15	T,F,Sa
"	BOS AO*	1 31	.98	.15	F
"	LGA SI	1 30	.90	.25	Frequently
"	IDL S	1 30	.93		Th
"	LGA TR	1 00	.85	12½	
"	HFD TR	1 00	.85	12½	
"	IDL SW	1 03	.83	20	
"	LGA C*	1 28	.91	30	
"	DCA C*	1 28	.91	30	
"	LGA BO	1 30	.93	20	M,T,Sa
"	IDL SS	1 30	.93	20	W,F
"	IDL AF	1 30	.93	20	Dly except W
"	BOS AF	1 27	.91	20	Dly except W
"	IDL K	1 30	.93	.15	Dly except Su
"	EWR TC	1 08	.85	25	
Preston, Cuba	MIA P	.20	.15	.15	Dly
"	LGA BO	.96	.72	.20	
Prestwick, Scotland	LGA AO	96	.72	15	T,F
"	BOS AO	93	.70	15	F
"	IDL SS	96	.72	20	T,W,F,Sa
"	UL T	.90	67		
"	IDL SW	81	65	20	
"	IDL K	96	.72	.15	Dly except Su
Puebla, Puebla	DAL B	41		17	Dly
"	FTW B	41		17	Dly
"	LRD B	27		17	Dly
"	SAT B	34		17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	47		M,W,F
"	MEX TA	48	38		T,Th,Sa
Puerto, Cortes, Hond.	MSY TA	.49	37		M,W,F
"	MEX TA	36	28		T,Th,Sa
Puerto Princesa, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LGA PH	2 83	2 15	20	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Puerto Suarez, Bolivia	MIA P	1 32	.99	15	Sa
"	MSY P	1 44	1 08	.15	F
"	BRO P	1 45	1 09	15	F
"	LAX P	1 58	1 19	15	Th
"	HOU P	1 49	1 12	15	F
"	CRP P	1 46	1 10	15	F
"	NLD P	1 51		15	
Quibdo, Colombia	MIA P	.62	.42	.15	Su
"	MSY P	1 14		15	F
"	HOU P	1 27		15	Sa
"	BRO P	1 19		15	F
"	CRP P	1 22		15	Sa
Quibdo (cont'd)	NLD P	1 21		15	
"	LAX P	1 46		15	Th
Quito, Ecuador	MIA P	.74	.55	15	Dly
"	MSY P	.82	.63	15	Dly
"	HOU P	.85	.65	15	Dly
"	BRO P	.85	.65	15	Dly
"	CRP P	.85	.65	15	Dly
"	NLD P	1 11		15	
"	LAX P	1 18	.89	15	Dly
"	MIA SI	.73	.53	10	Frequently
"	LGA SI	.82	.62	10	Frequently
Rabat, Fr. Morocco	IDL AF	1 55	1 16	20	Dly
"	BOS AF	1 52	1 14	20	
Rangoon, India	LGA BO	2 36	2 10	20	Su,T,Th
Recife (Pernambuco) Brazil	LGA P	1 48		15	Dly
"	MIA P	1 26		15	Dly
"	MSY P	1 50		15	Dly
"	HOU P	1 64		15	Dly
"	BRO P	1 56		15	Dly
"	CRP P	1 59		15	Dly
"	NLD P	1 56		15	
"	LAX P	1 84		15	Dly
"	MIA SI	1 25	1 15	.20	Frequently
"	LGA SI	1 35	1 25	20	Frequently
Regina, Sask., Canada	LGA T▲	7 00	25	10	Dly
Reunion Island	IDL AF	3.70	2 78	.20	Weekly
"	BOS AF	3 67	2 75	20	Weekly
Reykjavik, Iceland	LGA AO	.77	.58	15	Su,T,Th
"	BOS AO*	.74	.55	15	Th
"	EWR TC	65	50		Frequently
Rio de Janeiro, Brazil	LGA P	1 37	.84	15	Dly
"	MIA P	1 26	.80	15	Dly
"	MSY P	1 54	.91	15	Dly
"	HOU P	1.68	.97	15	Dly
"	BRO P	1 60	.92	15	Dly
"	CRP P	1 64	.94	15	Dly
"	NLD P	1 67		15	
"	LAX P	1 94		15	Dly
"	MIA SI	1 25	.79	20	Frequently
"	LGA SI	1 35	.83	20	Frequently
"	EWR TC	1 25	.84		Frequently
Roberts Field, Liberia	IDL AF	2 04	1 53	20	Thrice Wkly
"	BOS AF	2 01	1 51	20	Thrice Wkly
Robore, Bolivia	MIA P	1 32	.99	.15	Sa
"	MSY P	1 44	1 08	.15	F
"	HOU P	1 49	1 12	.15	F
"	BRO P	1 45	1 09	15	F
"	CRP P	1 46	1 10	.15	F
"	LAX P	1 58	1.19	.15	Th
"	NLD P	1 51		15	
"	BOS AF	2 01	1 51	20	Su,T,Sa
Roenne, Denmark	IDL SS	1 27	.88		W,F
Rome, Italy	LGA AO*	1 47	1 15	15	T,F,Sa
"	BOS AO*	1 47	1 13	15	F
"	LGA SI	1 50	.90	25	Frequently
"	IDL S	1 33	.95		Th
"	LGA TR	1 05	.90	15	
"	HFD TR	1 05	.90	15	
"	IDL SW	1 12	90	20	
"	LGA C*	1 30	90	30	
"	LGA BO	1 33	.95	20	Su,T,Th
"	IDL SS	1 79	1 20	20	W,F
"	IDL AF	1 33	.95	20	Dly
"	BOS AF	1 30	.93	20	Dly
"	IDL K	1 33	.95	.15	M,Th,F
"	LGA TW	1.33	95	20	Dly
"	BOS TW	1 30	93	20	W,F
"	PHL TW	1 34	97	20	M,Sa
"	YIP TW	1 37	1 00	20	Sa
"	CHI TW	1 39	1 02	20	Sa
"	DCA C*	1 30	90	30	
"	DCA TW	1 35	98	20	M,Sa
"	LGA P	1 33	.95	.15	
"	BOS P	1 30	.93	15	
"	EWR TC	1 00	.70	.25	
Saigon, Indo China	LGA AO*	3 03	2 26	15	T,F,Sa
"	BOS AO*	3 02	2 24	15	F
"	IDL AF	2 54	2 20	20	Twice Wkly
"	BOS AF	2 51	2 18	20	Twice Wkly
Salinas, Ecuador	MIA P	.78	.58	15	Th,Sa
"	MSY P	.86	.66	15	W,F
"	HOU P	.89	.68	15	W,F
"	BRO P	.89	.68	15	W,F
"	CRP P	.89	.68	15	W,F
"	NLD P	1 12		15	
"	LAX P	1 22	.92	15	T,Th
Salisbury, So. Rhod.	LGA BO	2 47	1 85	.15	T,Th,Sa
Salta, Argentina	MIA P	1 29	.88	.15	Su,T,F
"	MSY P	1 42	1 07	15	M,Th,F
"	HOU P	1 46	1 10	15	M,Th,F
"	BRO P	1 42	1 07	15	M,Th,F
"	CRP P	1 45	1 08	15	M,Th,F
"	NLD P	1 46		15	
"	LAX P	1 55	1 16	15	Su,W,F
San Fernando, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	602	1 90	.20	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
San Ignacio de Velasco, Bolivia	MIA P	1 28	96	.15	Sa
"	MSY P	1 41	1 06	15	F
"	HOU P	1 46	1 10	15	F
"	BRO P	1 42	1 07	15	F
"	CRP P	1 44	1 08	15	F
"	NLD P	1 49	....	15	....
"	LAX P	1 55	1 16	15	Th
San Jose, Bolivia	MIA P	1 21	98	.15	Sa
"	MSY P	1 43	1 07	.15	F
"	HOU P	1 48	1 11	.15	F
"	BRO P	1 44	1 08	.15	F
"	CRP P	1 46	1 10	.15	F
"	NLD P	1 50	....	.15	....
"	LAX P	1 56	1 17	.15	Th
San Jose, Costa Rica	MIA P	50	36	15	Dly
"	MSY P	47	37	.15	Dly
"	HOU P	50	39	.15	Dly
"	BRO P	50	39	.15	Twice Dly
"	CRP P	50	39	.15	Twice Dly
"	NLD P	57	41	15	....
"	LAX P	72	56	.15	Dly
"	MSY TA	54	39	....	M,W,F
"	MEX TA	42	31	....	T,Th,Sa
San Jose, Mindoro, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	.20	....
"	PDX W*	2 60	1 90	.20	....
"	SEC W*	2 60	1 90	.20	....
San Juan, Puerto Rico	LGA P	28	26	.15	Dly
"	MIA P	17	.15	15	Thrice Dly
"	MIA SI	27	24	.10	Frequently
"	LGA SI	35	32	.10	Frequently
"	LGA TC	30	20	....	....
"	EWR TC	30	20	....	....
San Pedro, Sula, Honduras	MSY TA	49	36	....	M,W,F
"	MEX TA	35	27	....	T,Th,Sa
San Salvador, El Salvador	MIA P	42	31	.15	Dly
"	MSY P	39	29	.15	Twice Dly
"	HOU P	50	36	.15	Dly
"	BRO P	41	30	15	Dly
"	CRP P	44	32	.15	Dly
"	NLD P	44	32	15	....
"	LAX P	56	45	.15	Dly
"	MSY TA	39	29	....	M,W,F
"	MEX TA	28	20	....	T,Th,Sa
Santa Clara, Cuba	MIA P	.13	.10	.15	Dly
Santa Cruz, Bolivia	MIA P	1 24	93	.15	M,W,Sa
"	MSY P	1 38	1 04	.15	Su,T,F
"	HOU P	1 44	1 07	.15	Su,T,F
"	BRO P	1 39	1 04	15	Su,T,F
"	CRP P	1 41	1 06	15	Su,T,F
"	NLD P	1 44	....	.15	....
"	LAX P	1 53	1 15	.15	M,Th,Sa
Santa Maria, Azores	LGA P	.78	.59	.15	Dly except
"	BOS P	.75	.57	.15	T
Santa Marta, Colombia	MIA P	49	33	15	M,W,Sa
"	MSY P	95	....	.15	Su,T,F
"	HOU P	1 14	....	.15	Su,T,F
"	BRO P	1 06	....	.15	Su,T,F
"	CRP P	1 09	....	.15	Su,T,F
"	NLD P	1 08	....	15	....
"	LAX P	1 53	....	15	M,Th,Sa
Santiago, Chile	MIA SI	85	1 28	20	Frequently
"	LGA SI	93	1 37	.15	Frequently
"	MIA P	1 30	88	.15	Dly
"	MSY P	1 46	1 10	.15	Dly
"	HOU P	1 50	1 13	.15	Dly
"	BRO P	1 46	1 10	15	Dly
"	CRP P	1 48	1 11	15	Dly
"	NLD P	1 53	....	15	....
"	LAX P	1 60	1 20	.15	Dly
"	IDL PI	1 42	99	20	Tu,W,F,Sa
"	DCA PI	1 40	97	20	Tu,W,F,Sa
"	EWR TC	1 40	1 00	....	Frequently
Santiago, Cuba	MIA P	18	.14	.15	Thrice Dly
Sao Luiz, Brazil	LGA P	1 29	....	15	Dly
"	MIA P	1 16	....	15	Dly
"	MSY P	1 38	....	15	Dly
"	HOU P	1 51	....	15	Dly
"	BRO P	1 43	....	15	Dly
"	CRP P	1 46	....	.15	Dly
"	NLD P	1 45	....	15	....
"	LAX P	1 62	....	.15	Dly
Sao Paulo, Brazil	LGA P	1 42	.85	.15	Dly
"	MIA P	1 32	.82	.15	Twice Dly
"	MSY P	1 56	95	.15	Dly
"	HOU P	1 75	1 04	.15	Dly
"	BRO P	1 67	96	.15	Dly
"	CRP P	1 70	99	.15	Dly
"	NLD P	1 72	....	15	....
"	LAX P	1 99	....	.15	Dly
"	MIA SI	.81	1 30	.15	Frequently
"	LGA SI	.85	1 40	.15	Frequently
"	EWR TC	1 40	.85	....	Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Sao Salvador, Brazil	LGA P	1 58	....	15	Dly
"	MIA P	1 28	....	15	Dly
"	MSY P	1 54	....	15	Dly
"	HOU P	1 72	....	15	Dly
"	BRO P	1 64	....	15	Dly
"	CRP P	1 67	....	15	Dly
"	NLD P	1 67	....	....	....
"	LAX P	1 94	....	15	Dly
"	MIA SI	1 19	1 27	20	Frequently
"	LGA SI	1 30	1 37	20	Frequently
Seoul, Korea	EDF NW	2 30	1 73	15	Four Wkly
"	CHI NW	2 56	1 92	15	Four Wkly
"	CLE NW	2 59	1 94	15	Four Wkly
"	YIP NW	2 58	1 94	15	Four Wkly
"	LAX NW*	2 40	1 80	15	Four Wkly
"	MKE NW	2 56	1 92	15	Four Wkly
"	MPS NW	2 54	1 91	15	Four Wkly
"	LGA NW	2 63	1 97	15	Four Wkly
"	PIT NW	2 60	1 95	15	Four Wkly
"	PDX NW*	2 40	1 80	15	Four Wkly
"	SFO NW*	2 40	1 80	15	Four Wkly
"	SEC NW	2 40	1 80	15	Four Wkly
"	DCA NW*	2 61	1 96	15	Four Wkly
"	LAX P	2 40	1 80	15	....
"	SFO P	2 40	1 80	15	....
"	PDX P	2 40	1 80	15	....
"	SEC P	2 40	1 80	15	....
Shanghai, China	LGA P	2 86	2 54	15	T,Sa
"	BOS P	2 83	2 52	.15	T,Sa
"	LAX P	2 50	1 88	15	Su,T,W,F
"	SFO P	2 50	1 88	15	Su,T,W,F
"	PDX P	2 50	1 88	.15	....
"	SEC P	2 50	1 88	15	....
"	LBA BO	2 86	2 54	20	....
"	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	2 00	1 33	.15	W,Sa
"	LGA PH	2 73	2 05	15	W,F
"	IDL AF	2 86	2 54	20	....
"	BOS AF	2 83	2 52	20	....
"	EDF NW	2 35	1 76	15	Four Wkly
"	CHI NW	2 66	2 00	15	Four Wkly
"	CLE NW	2 69	2 02	15	Four Wkly
"	YIP NW	2 68	2 01	15	Four Wkly
"	LAX NW*	2 50	1 88	15	Four Wkly
"	MKE NW	2 66	2 00	15	Four Wkly
"	MPS NW	2 64	1 98	15	Four Wkly
"	LGA NW	2 73	2 05	15	Four Wkly
"	PIT NW	2 70	2 03	15	Four Wkly
"	PDX NW*	2 50	1 88	15	Four Wkly
"	SFO NW*	2 50	1 88	15	Four Wkly
"	SEC NW	2 50	1 88	15	Four Wkly
"	DCA NW*	2 71	2 03	15	Four Wkly
"	LAX W	2 50	1 80	20	....
"	PDX W	2 50	1 80	20	....
"	SEC W	2 50	1 80	20	....
"	IDL K	2 86	2 54	15	M
"	EWR TC	2 75	2 50	....	Frequently
"	OAK TR	2 34	1 70	20	....
"	LGA P	.92	.69	15	Dly
"	BOS P	.89	.67	15	Dly
"	LGA AO	.92	.69	15	Dly
"	BOS AO	.89	.67	15	M,T,Sa
"	LGA SI	1 10	.70	25	Frequently
"	LGA TR	.68	.58	10	....
"	BFD TR	.68	.58	10	....
"	LGA SW	.77	.61	20	....
"	UL T	.86	.65	....	....
"	LGA BO	.92	.69	.20	....
"	IDL AF	.92	.69	.20	....
"	BOS AF	.89	.67	.20	....
"	LGA TW	.92	.69	20	Dly
"	BOS TW	.89	.67	.20	W
"	PHL TW	.93	.71	20	M,Sa
"	YIP TW	.96	.74	20	Sa
"	DCA TW	.94	.72	20	M,Sa
"	CHI TW	.98	.76	20	Sa
"	EWR TC	.75	.60	25	....
Shan, China	CHI NW*	2 88	2 22	15	Four Wkly
"	CLE NW*	2 91	2 24	15	Four Wkly
"	YIP NW*	2 90	2 23	15	Four Wkly
"	LAX NW	2 72	2 10	15	Four Wkly
"	MKE NW*	2 88	2 22	15	Four Wkly
"	MPS NW*	2 86	2 20	15	Four Wkly
"	LGA NW*	2 95	2 27	15	Four Wkly
"	PIT NW*	2 92	2 25	15	Four Wkly
"	PDX NW*	2 72	2 10	15	Four Wkly
"	SFO NW*	2 72	2 10	15	Four Wkly
"	SEC NW*	2 72	2 10	15	Four Wkly
"	DCA NW*	2 93	2 25	15	Four Wkly
Singapore, Mal. St.	LGA TR	2 45	1 57	25	Frequ ntle
"	HFD TR	2 45	1 57	25	Frequently
"	OAK TR	2 29	1 84	20	....
"	LGA BO	2 58	2 29	20	Su,T,Th
"	IDL AF	2 58	2 29	20	....
"	BOS AF	2 55	2 27	20	....
"	IDL K	2 58	2 29	15	Th
"	EWR TC	2 40	2 00	....	Frequently
Siuna, Nicaragua	MSY TA	.55	.42	....	M,W,F
"	MEX TA	.43	.33	....	T,Th,Sa
Sofia, Bulgaria	LGA AO*	1 62	1 27	15	T,F,Sa
"	BOS AO*	1 61	1 25	15	F
Sourabaya, Java, N.E.I.	LGA AO*	2 98	2 23	20	Dly
"	BOS AO*	2 95	2 21	15	T,Sa
"	LGA BO	2 77	2 32	20	Su,T,Th
"	IDL K	2 77	2 32	20	Dly except M
Stanleyville, Bel. Congo	LGA AO*	2 28	1 71	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Stanleyville (cont'd)	BOS AO*	2 25	1 69	15	T,Sa
"	IDL S	2 28	1 70	15	Th
Stavanger, Norway	LGA AO*	1 28	.91	15	Th
"	BOS AO*	1 25	.89	15	Th
"	IDL SS	1 28	.88	.20	Tu,Sa
St. John, N. B.	BOS T*	2 14	.056	....	Dly
"	LGA T	.20	....	....	Dly
St. Johns, Antigua, B.W.I.	LGA P	.46	.41	15	....
"	MIA P	.45	.33	.15	....
"	MSY P	.96	....	.15	....
"	HOU P	1 18	....	.15	....
"	BRO P	1 10	....	.15	....
"	CRP P	1 13	....	.15	....
"	NLD P	1 12	....	.15	....
"	LAX P	1 35	....	15	....
St. Johns, N. F.	LGA AO*	.42	.32	15	Dly
"	BOS AO*	.39	.30	15	M,Th,F
"	BOS T	4 89	.1685	....	Dly
St. Lucia B.W.I.	LGA P	.54	.47	.15	T,Th,Sa
"	MIA P	.53	.38	.15	Dly
"	MSY P	1 00	....	15	Dly except Su
"	HOU P	1 15	.75	15	Dly
"	BRO P	1 07	.71	15	Dly except Su
"	CRP P	1 10	.72	15	Dly
"	NLD P	1 18	....	15	....
"	LAX P	1 39	....	.15	Dly
St. Thomas, Virgin Is. (U.S.)	LGA P	.33	.29	15	Dly
"	MIA P	.22	.18	15	Twice Dly
"	EWR TC	.35	.30	....	Frequently
Stockholm, Sweden	LGA AO	1 28	.89	15	Su,T,Th
"	BOS AO	1 25	.86	15	Th
"	LGA SI	1 40	.94	25	Frequently
"	LGA TR	1 05	.90	12½	....
"	HFD TR	1 05	.90	12½	....
"	LGA C*	1 26	.87	.30	....
"	DCA C*	1 26	.87	.30	....
"	LGA BO	1 28	.89	.20	Su,T,Th
"	IDL SS	1 28	.89	.20	T,W,F,Sa
"	IDL AF	1 28	.89	.20	Dly
"	BOS AF	1 25	.86	.20	....
"	IDL K	1 28	.89	.15	Dly except Su
"	EWR TC	1 15	.80	.25	....
"	IDL S	1 28	.89	....	Th
Stornoway, Scotland	LGA AO*	1 06	.81	15	Dly
"	BOS AO*	1 03	.79	15	F
Stuttgart, Germany	LGA P	1 25	.94	15	....
"	BOS P	1 22	.92	15	....
"	IDL K	1 25	.94	.15	Th,Sa
Suva, Fiji Islands	LAX P	1 75	1 32	15	M,T,Sa
"	SFO P	1 75	1 32	.15	M,T,Sa
Sydney, Australia	LAX P	2 36	1 77	.15	T,Sa
"	SFO P	2 36	1 77	15	T,Sa
"	PDX P	2 36	1 77	15	....
"	SEC P	2 36	1 77	15	....
"	LGA BO	3 41	2 56	20	Su,T,Th
"	SFO BO*	2 36	1 77	15	....
"	SFO BC	2 36	1 77	....	Su, Alt Th
"	HJR BC	2 36	1 26	....	M, Alt F
"	VR BC	2 47	1 85	....	Su, Alt Th
"	OAK TR	2 12	1 57	20	....
Sydney, N. S.	BOS T*	2 99	.0895	....	Dly
Tacloban, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	20	....
"	PDX W*	2 60	1 90	20	....
"	SEC W*	2 60	1 90	20	....
Tagbilaran, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	20	....
"	PDX W*	2 60	1 90	20	....
"	SEC W*	2 60	1 90	20	....
Talara, Peru	MIA P	.84	.63	15	Dly
"	MSY P	.92	.71	15	Dly
"	HOU P	.95	.73	15	Dly
"	BRO P	.95	.73	15	Dly
"	CRP P	.95	.73	.15	Dly
"	NLD P	1 15	....	15	....
"	LAX P	1 28	.97	15	Dly
"	DCA PI	.95	.73	10	T,W,F,Sa
"	IDL PI	.98	.74	.10	T,W,F,Sa
Tamatave, Madagascar	IDL AF	3 50	2 63	.20	Weekly
"	BOS AF	3 47	2 60	20	....
Tampico, Mexico	HOU P	.15	.11	.15	Dly
"	BRO P	.10	.08	.15	Dly
"	CRP P	.13	.10	15	Dly
"	LAX P	.76	....	15	Dly
Tananarive, Madagascar	IDL AF	3 44	2 58	.20	Weekly
"	BOS AF	3 41	2 56	20	....
Tangier, Morocco	LGA AO*	1 51	1 20	.15	Dly
"	BOS AO*	1 48	1 18	15	T,Sa
"	IDL AF	1 61	1 21	.20	....
"	BOS AF	1 58	1 19	20	....
"	IDL S*	1 63	1 22	....	Th
Tapachula, Mexico	MIA P	.42	.31	.15	Dly
"	MSY P	.39	.29	.15	Dly
"	HOU P	.42	.31	.15	Dly
"	BRO P	.34	.25	.15	Dly
"	CRP P	.37	.28	15	Dly
"	LAX P	.88	....	.15	Dly
Tegucigalpa, Honduras	MIA P	.47	.34	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tegucigalpa (cont'd)	MSY P	44	.32	15	Dly
"	HOU P	.50	.38	15	Dly
"	BRO P	45	.33	15	Dly
"	CRP P	48	.35	15	Dly
"	NLD P	48	.35	15	
"	LAX P	61	.48	.10	Dly
"	MSY TA	44	.32	...	M,W,F
"	MEX TA	.31	.23	...	T,Th,Sa
Teheran, Iran	LGA AO*	2 10	1 58	15	Dly
"	BOS AO*	2 07	1 56	15	T,Sa
"	LGA SI	2 55	1 70	25	Frequently
"	LGA C*	1 83	1 37	30	.....
"	DCA C*	1 83	1 37	30	.....
"	LGA BO	1 85	1 39	20	Su,T,Th
"	IDL AF	1 85	1 39	20	Weekly
"	BOS AF	1 82	1 37	20	.....
"	IDL K	1 85	1 39	15	F
"	IDL SS	1 85	1 39	20	T,W,F,Sa
"	EWR TC	1 70	1 39	...	Frequently
Tel Aviv, Israel	LGA SI	2 25	1 50	25	Frequently
Tela, Honduras	MSY TA	.49	.37	...	M,W,F
"	MEX TA	.36	.28	...	T,Th,Sa
Tientsin, China	SFO NW*	2 67	2 05	15	Four Wkly
"	PDX NW*	2 67	2 05	15	Four Wkly
"	PIT NW*	2 87	2 20	15	Four Wkly
"	LGA NW*	2 90	2 22	15	Four Wkly
"	CHI NW	2 83	2 17	15	Four Wkly
"	CLE NW	2 86	2 19	15	Four Wkly
"	YIP NW*	2 85	2 18	15	Four Wkly
"	LAX NW*	2 67	2 05	15	Four Wkly
"	MKE NW	2 83	2 17	15	Four Wkly
"	MPS NW*	2 81	2 15	15	Four Wkly
"	DCA NW*	2 88	2 20	15	Four Wkly
"	SEC NW	2 67	2 05	15	Four Wkly
Tokyo, Japan	LGA P	3 24	2 79	15	Sa
"	LGA BO	3 25	2 79	.20	.....
"	BOS P	3 21	2 77	15	Sa
"	LAX P	2 35	1 76	15	W,F
"	SFO P	2 35	1 76	15	W,F
"	PDX P	2 35	1 76	15	.....
"	SEC P	2 35	1 76	15	.....
"	EDF NW	2 25	1 69	15	Four Wkly
"	CHI NW*	2 51	1 88	15	Four Wkly
"	CLE NW*	2 54	1 91	15	Four Wkly
"	YIP NW*	2 53	1 90	15	Four Wkly
"	LAX NW*	2 35	1 76	15	Four Wkly
"	MKE NW*	2 51	1 88	15	Four Wkly
"	MPS NW	2 49	1 87	15	Four Wkly
"	LGA NW	2 58	1 94	15	Four Wkly
"	PIT NW	2 55	1 91	15	Four Wkly
"	PDX NW	2 35	1 76	15	Four Wkly
"	SFO NW*	2 35	1 76	15	Four Wkly
"	DCA NW*	2 56	1 92	15	Four Wkly
"	OAK TR	1 80	1 31	12½	.....
Toronto, Ont., Canada	LGA A	.12	.07	04	Dly
"	LGA T▲	1 76	.041	10	Dly
Trinidad, Cuba	MIA P	.15	.11	15	Dly
Tripoli, Libya	LGA AO*	1 52	1 24	15	Dly
"	BOS AO*	1 49	1 22	15	T,Sa
"	LGA BO	1 37	97	20	Su,T,Th
Trondheim, Norway	IDL SS	1 29	88	20	T,Sa
Trujillo, Honduras	MSY TA	.61	.39	...	M,W,F
"	MEX TA	.38	.30	...	T,Th,Sa
Tsinan, China	CHI NW*	2 79	2 13	15	Four Wkly
"	CLE NW*	2 82	2 15	15	Four Wkly
"	YIP NW*	2 81	2 14	15	Four Wkly
"	LAX NW*	2 63	2 01	15	Four Wkly
"	MKE NW*	2 79	2 13	15	Four Wkly
"	MPS NW*	2 77	2 11	15	Four Wkly
"	LGA NW*	2 86	2 18	15	Four Wkly
"	PIT NW*	2 83	2 16	15	Four Wkly
"	PDX NW*	2 63	2 01	15	Four Wkly
"	SFO NW*	2 63	2 01	15	Four Wkly
"	SEC NW*	2 63	2 01	15	Four Wkly
"	DCA NW*	2 84	2 16	15	Four Wkly
Tsingtao, China	CHI NW*	2 76	2 10	15	Four Wkly
"	CLE NW*	2 79	2 12	15	Four Wkly
"	YIP NW*	2 78	2 11	15	Four Wkly
"	LAX NW*	2 60	1 98	15	Four Wkly
"	MKE NW*	2 76	2 10	15	Four Wkly
"	MPS NW*	2 74	2 08	15	Four Wkly
"	LGA NW*	2 83	2 15	15	Four Wkly
Tsingtao (cont'd)	PIT NW*	2 80	2 13	15	Four Wkly
"	PDX NW*	2 60	1 98	15	Four Wkly
"	SFO NW*	2 60	1 98	15	Four Wkly
"	SEC NW*	2 60	1 98	15	Four Wkly
"	DCA NW	2 81	2 13	15	Four Wkly
Tucuman, Argentina	MIA P	1 31	.89	15	Su,T,F
"	MSY P	1 44	1 08	15	M,Th,Sa
"	HOU P	1 48	1 11	15	M,Th,Sa
"	BRO P	1 44	1 08	15	M,Th,Sa
"	CRP P	1 46	1 10	15	M,Th,Sa
"	NLD P	1 50	...	15	.....
"	LAX P	1 56	1 17	15	Su,W,F
Tuguegarao, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 80	20	.....
Tumaco, Colombia	MIA P	.73	.49	15	Su
"	MSY P	1 14	....	15	F
"	HOU P	1 25	....	15	F
"	BRO P	1 17	....	15	W,Sa
"	CRP P	1 20	....	15	W,Sa
"	NLD P	1 19	....	15	.....
"	LAX P	1 44	....	15	Th
Tunis, Tunisia	LGA AO*	1 57	1 16	15	T,F,Sa
"	BOS AO*	1 56	1 14	15	F
"	IDL AF	1 37	.97	20	Four Wkly
"	BOS AF	1 34	.95	20	Four Wkly
"	IDL K	1 37	.97	15	M,Th
"	LGA TW	1 37	.97	20	M
Tuxpan, Mexico	HOU P	.26	....	15	Dly
"	BRO P	.18	....	15	Dly
"	CRP P	.21	....	15	Dly
"	LAX P	.74	....	15	Dly
Tuxtla Gutierres, Mexico	MIA P	.62	....	15	Dly except Sa
"	MSY P	.59	....	15	Dly except F
"	HOU P	.50	....	15	Dly
"	BRO P	.42	....	15	Dly except Sa
"	CRP P	.45	....	15	Dly
"	LAX P	.83	....	15	Dly except F
Usumbura, Bel. Congo	IDL S	2 59	1 90	...	Th
Uyuni, Bolivia	MIA P	1 22	.87	15	T,F
"	MSY P	1 36	1 02	15	M,Th
"	HOU P	1 42	1 06	15	M,Th
"	BRO P	1 37	1 03	15	M,Th
"	CRP P	1 40	1 05	15	M,Th
"	NLD P	1 39	....	15	.....
"	LAX P	1 52	1 14	15	Su,W
Vancouver, B. C., Can.	SEC U	.04	.021	10	Dly
"	LGA U	.98	.255	10	Dly
"	LGA T▲	10 13	.375	...	Dly
"	SFO BO*	.11	.08	15	.....
"	SFO BC	.11	.08	...	W,Sa
"	HJR BC	.82	.61	...	.....
Varadero, Cuba	MIA P	.12	.09	15	Dly
Veracrus, Mexico	MIA P	.57	....	15	Dly
"	MSY P	.53	....	15	Dly
"	HOU P	.36	....	15	Dly
"	BRO P	.28	....	15	Dly
"	CRP P	.31	....	15	Dly
"	LAX P	.76	....	15	Dly
"	DAL B	.42	....	...	Dly
"	FTW B	.42	....	...	Dly
"	LRD B	.28	....	...	Dly
"	SAT B	.35	....	...	Dly
Victoria, Brazil	LGA P	1 66	..	20	Th,Sa
"	MIA P	1.41	....	20	Sa
"	MSY P	1 59	....	20	Th
"	HOU P	18.1	....	20	Th
"	BRO P	1 73	....	20	Th
"	CRP P	1 76	....	20	Th
"	NLD P	1 76	....	15	.....
"	LAX P	2 03	....	20	W
Victoria, B. C.	LGA T▲	10 13	.375	...	Dly
Victoria de las Tunas, Cuba	MIA P	.15	.11	10	Dly
Victoria Falls, So. Rhodesia	LGA BO	2 47	1 85	20	Su,T,Th
Vienna, Austria	LGA P	1 36	.96	20	Dly
"	BOS P	1 33	1 04	20	Su,F
"	LGA AO*	1 36	1 07	15	Dly
"	BOS AO*	1 33	1 05	15	T,Sa
"	LGA SI	1 35	.80	25	Frequently
"	LGA TR	1 05	.90	12½	.....
"	HFD TR	1 05	.90	12½	.....
"	LGA C*	1 34	.94	30	.....
"	DCA C*	1 34	.94	30	.....
"	LGA BO	1 36	.96	20	Su,T,Th
"	IDL AF	1 36	.96	20	.....
"	BOS AF	1 33	.94	20	.....
"	EWR TC	1 20	.80	25	.....
Vigan, Philippines	SFO PH	2 60	1 98	15	W,Sa
"	HJR PH	1 89	1 36	15	W,Sa
"	LGA PH	2 83	2 15	15	W,F
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Villahermosa, Mexico	MIA P	.47	....	.10	Dly
"	MSY P	.43	....	.10	Dly
"	HOU P	.48	....	.10	Dly
"	BRO P	.40	....	.10	Dly
"	CRP P	.43	....	.10	Dly
"	LAX P	.83	....	.10	Dly
Villavicencio, Colombia	MIA P	.65	.44	.10	Dly
"	MSY P	1 12	....	20	Dly
"	HOU P	1 23	....	20	Dly
"	BRO P	1 15	....	20	Dly
"	CRP P	1 18	....	20	Dly
"	NLD P	1 17	....	.15	.....
"	LAX P	1 42	....	20	Dly
Visby, Sweden	IDL SS	1 34	.93	20	T,W,F,Sa
"	LGA AO*	1 34	.94	.15	T,W,F,Sa
"	BOS AO	1 31	.91	15	Th
Wadi Haifa, Aug. Eg. Sudan	LGA BO	1 78	1 34	20	Su,T,Th,Sa
Wake Island	LAX P	1 54	1 16	20	Five Wkly
"	SFO P	1 54	1 16	20	Five Wkly
"	PDX P	1 54	1 16	15	.....
"	SEC P	1 54	1 16	15	.....
"	OAK TR	1 39	1 01	15	.....
Warsaw, Poland	LGA AO*	1 43	1 04	15	Su,T
"	IDL SS	1 42	1 02	20	W,F
"	IDL AF	1 43	1 07	20	.....
"	BOS AF	1 40	1 05	20	.....
"	IDL S*	1 42	1 02	...	Th
Whitehorse, Canada	SEC P	.35	.14	10	Su,T,W,F
Windsor, Ont., Canada	LGA A	.20	....	...	Dly
"	CHI A	.12	....	...	Dly
"	LGA T▲	2 14	.056	...	Dly
"	CHI T	.12	....	...	Dly
Winnipeg, Man., Can.	LGA T▲	5 75	.20	...	Dly
"	GFK W	.04	....	...	Dly
Yakutat, Alaska	SEC P	.45	.18	.15	.....
Zamboanga, Philippines	SFO PH	2 60	1 98	.15	W,Sa
"	HJR PH	1 89	1 36	.15	W,Sa
"	LGA PH	2 83	2 15	.15	W,F
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Zurich, Switzerland	LGA AO*	1 25	.98	15	Dly
"	BOS AO	1 22	.96	15	T,Sa
"	LGA SI	1.30	.77	.25	Frequently
"	IDL SS	1 20	89	.20	T,W,F,Sa
"	IDL S	1 20	89	...	Th
"	LGA TR	1 20	.80	12½	.....
"	HFD TR	.95	80	12½	.....
"	LGA C*	.95	87	30	.....
"	DCA C*	1 18	87	30	.....
"	IDL AF	1 18	89	20	Six Weekly
"	BOS AF	1 20	88	20	.....
"	IDL K	1 20	89	.15	Dly except Su
"	LGA BO	1 22	.92	20	Su,T,Th
"	EWR TC	1 22	.70	...	Frequently
"	LGA TW	1 19	.88	20	T,Th
"	PHL TW	1 20	90	20	T
"	DCA TW	1 21	91	20	T

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

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Officially Approved by the International Air Transport Association

(The following freight forwarding firms have been approved by the International Air Transport Association and serve as official cargo agents for the member airlines. The symbol (*) indicates that the firm is a member of the Customs Brokers and Forwarders Association of America, Inc. A complete list of all IATA Air Cargo Agents appears in the Air Shippers Manual published in the April, June, and October issues.

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BEHRING SHIPPING COMPANY
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*BARR SHIPPING COMPANY
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NATIONAL CARLOADING CORP.
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BOwling Green 9-8300 (see adv.)

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TRafalgar 4-0156

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WAtkins 4-8656

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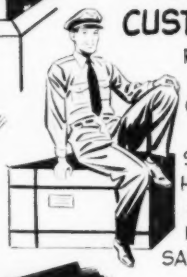

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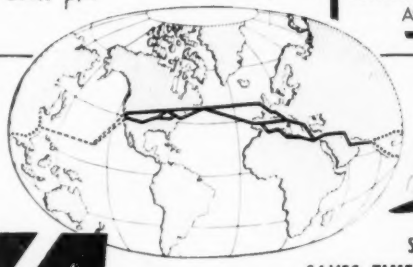

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